

AGENDA

Transit Committee Meeting

May 10, 2018

9:00 AM

Location

San Bernardino County Transportation Authority

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

Transit Committee Membership

Chair

Council Member Bill Jahn
City of Big Bear Lake

Mayor Larry McCallon
City of Highland

Vice Chair

Vacant

Mayor Pro Tem Alan Wapner
City of Ontario

Supervisor James Ramos
County of San Bernardino

Mayor L. Dennis Michael
City of Rancho Cucamonga

Council Member Ray Marquez
City of Chino Hills

Mayor Deborah Robertson
City of Rialto

Council Member Frank Navarro
City of Colton

Mayor R. Carey Davis
City of San Bernardino

Mayor Acquanetta Warren
City of Fontana

Council Member David Avila
City of Yucaipa

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

Transit Committee Meeting

**May 10, 2018
9:00 AM**

Location

SBCTA Office

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional ***“Meeting Procedures”*** and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Bill Jahn)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Trisha Angulo

Possible Conflict of Interest Issues

Note agenda item 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 on the appropriate item.

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1. Information Relative to Possible Conflict of Interest

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

This item is prepared monthly for review by Board of Directors and Committee members

CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Members.

Consent - Transit

2. **Construction Contract Change Orders to on-going Construction Contracts with Shimmick Construction Company, SJD&B, Resource Environmental and Downing Construction**

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Receive and file change order report.

Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee.

DISCUSSION ITEMS

Discussion - Air Quality/Traveler Services

3. **Agreement with the Riverside County Transportation Commission for implementation of the San Bernardino County Rideshare, Trip Reduction and 511 Programs**

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That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001950 with Riverside County Transportation Commission for Rideshare, Trip Reduction, and 511 Programs, effective July 1, 2018 through June 30, 2019, in an amount not-to-exceed \$1,550,000.

Presenter: Nicole Soto

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Procurement Manager have reviewed this item, the draft agreement and the scope of work.

Discussion - Transit

4. **SCRRA Preliminary Budget Request for Fiscal Year 2018/2019**

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That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2018/2019 in which the following subsidies are being requested:

A. Operating assistance allocation of \$16,111,000 paid for with \$11,002,836 in Valley Local Transportation Funds, \$4,358,164 of Federal Transit Administration Section 5337 State of Good Repair Funds, as well as surplus carry-over Valley Local Transportation Funds from Fiscal Year 2016/2017 in the amount of \$750,000;

B. Rehabilitation allocation of \$10,668,461 paid for with \$10,172,809 of Federal Transit Administration Section 5337 State of Good Repair Funds, and the remaining \$495,652 with State of Good Repair Funds – Operator Share;

C. Capital allocation of \$1,468,584 paid for with \$673,375 in Federal Transit Administration Section 5337 State of Good Repair Funds and \$795,209 in State Transit Assistance – Operator Share Funds.

Due to the existing “All-Share Formula” used by SCRRA, which distributes costs amongst the five (5) member agencies for system-wide expenses, the full transmittal of SBCTA’s allocation for Rehabilitation and New Capital Programs is contingent upon each of the five (5) member agencies approving their full financial contribution, as part of SCRRA’s preliminary Fiscal Year 2018/2019 budget request.

Presenter: Rebekah Soto

This item is not scheduled for review by any other policy committee or technical advisory committee.

5. Santa Fe Depot Station Lighting Repair Procurement

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA), receive and file a report on the procurement procedures used for the San Bernardino Santa Fe Depot Station lighting repair work in accordance with SBCTA Contracting and Procurement Policy No. 11000.

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Presenter: Victor Lopez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA Procurement Manager and General Counsel have reviewed this item.

6. Hybrid-Rail Study Update

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, receive a presentation and status update on the San Bernardino Line Hybrid-Rail Study.

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Presenter: Carrie Schindler

This item is not scheduled for review by any other policy committee or technical advisory committee.

7. Operations and Maintenance Costs for Various Transit Modes

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, receive and file an analysis of operations and maintenance costs for various transit modes.

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Presenter: Carrie Schindler

This item is not scheduled for review by any other policy committee or technical advisory committee.

8. RPRP - Environmental Impact Report - Addendum No. 6

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

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A. Find, based upon Addendum No. 6, that Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guideline 15162 do not require preparation of a subsequent report, and that preparation of Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report is appropriate and consistent with CEQA Guideline 15164; and

B. Approve Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report dated March 4, 2015; and

C. Approve the refined Redlands Passenger Rail Project as described in Addendum No. 6.

Presenter: Andres Ramirez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the addendum.

9. RPRP - Right-of-Way Acquisitions Update

Receive and file an update of the right-of-way acquisitions associated with the Redlands Passenger Rail Project.

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Presenter: Andres Ramirez

This item is not scheduled for review by any other policy committee or technical advisory committee.

10. Preview of the Hearings to Consider Adoption of Resolutions of Necessity for Parcels for the Redlands Passenger Rail Project

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority: Pg. 115

A. Conduct a public hearing to consider condemnation of real property required for the Redlands Passenger Rail Project in the City of San Bernardino and Redlands.

B. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Ford Wholesale Company, Inc. of San Bernardino, a California Corporation (Project No. RPRP-266L-048 and Project No. RPRP-268L-048; Assessor's Parcel Number [APN] 0281-041-29). The Resolution must be approved by at least a two-thirds majority; and

C. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-066 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Spirit Master Funding X, LLC, a Delaware limited liability company (Project No. RPRP-505R-075; Assessor's Parcel Number [APN] 0169-281-45). The Resolution must be approved by at least a two-thirds majority; and

D. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-067 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Orange Street Plaza, LLC, a California limited liability company (Project No. RPRP-522L-080; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority; and

E. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-068 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: James F. Ver Steeg, Sr. (Project No. RPRP-526L-085; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority.

Presenter: Andres Ramirez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the Resolutions.

11. RPRP - Increase Contingency for Future DMU Vehicle Modification

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve an increase in the amount of contingency authorized for Contract No. 16-1001531 with Stadler US Inc., for Procurement of Diesel Multiple Unit Vehicles, by \$250,000 from \$3,140,508 to \$3,390,508, to fund the cost of additional design and manufacturing efforts to facilitate future installation of retractable steps to accommodate Metrolink's legacy station 8-inch platform height. Pg. 119

Presenter: Andres Ramirez

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Procurement Manager have reviewed this item.

12. Preview of Arrow Vehicle Interior and Exterior Design

That the Transit Committee receive a preview of the interior and exterior design for the Arrow Service hybrid-rail vehicles recommended by the Omnitrans Rail Ad-Hoc Committee.

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Presenter: Andres Ramirez

This item is not scheduled for review by any other policy committee or technical advisory committee.

13. Board Appointment to the Southern California Regional Rail Authority Board

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve the appointment of Mayor R. Carey Davis, City of San Bernardino, to the Southern California Regional Rail Authority Board of Directors as an alternate member, replacing Council Member Jon Harrison, who has resigned effective May 4, 2018.

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Presenter: Carrie Schindler

This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Transportation Programming and Fund Administration

14. Senate Bill 1 and Transit and Intercity Rail Capital Program Competitive Application Awards

Receive information on the results of Senate Bill 1 and Transit and Intercity Rail Capital Program competitive awards to San Bernardino County agencies.

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Presenter: Philip Chu

This item is scheduled for review by the Board of Directors Metro Valley Study Session on May 10, 2018, and the Mountain/Desert Policy Committee on May 18, 2018.

15. Unmet Transit Needs Public Hearings and Findings

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

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A. Review the testimony from the September 2017 Unmet Transit Needs Public Hearings.

B. Adopt Resolution No. 18-022 for Unmet Transit Needs Findings.

Presenter: Nancy Strickert

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the Resolution.

Public Comment

Brief comments from the General Public

Comments from Board Members

Brief comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Transit Committee Meeting is scheduled for June 14, 2018.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility - 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 Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SBCTA offices located at 1170 W. 3rd Street, 2nd Floor, San Bernardino and our website: www.gosbcta.com.

Agenda Actions – Items listed on both the "Consent Calendar" and "Discussion" contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

Agenda Times – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

Public Comment – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board’s authority. Matters raised under “Public Comment” may not be acted upon at that meeting. “Public Testimony on any Item” still applies.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

General Practices for Conducting Meetings of Board of Directors and Policy Committees

Attendance.

- The Chair of the Board or a Policy Committee (Chair) has the option of taking attendance by Roll Call or Self-Introductions. If attendance is taken by Roll Call, the Clerk of the Board will call out by jurisdiction or supervisorial district. The Member or Alternate will respond by stating his/her name. If attendance is by Self-Introduction, the Member or Alternate will state his/her name and jurisdiction or supervisorial district.
- A Member/Alternate, who arrives after attendance is taken, shall announce his/her name prior to voting on any item.
- A Member/Alternate, who wishes to leave the meeting after attendance is taken but before remaining items are voted on, shall announce his/her name and that he/she is leaving the meeting.

Basic Agenda Item Discussion.

- The Chair announces the agenda item number and states the subject.
- The Chair calls upon the appropriate staff member or Board Member to report on the item.
- The Chair asks members of the Board/Committee if they have any questions or comments on the item. General discussion ensues.
- The Chair calls for public comment based on “Request to Speak” forms which may be submitted.
- Following public comment, the Chair announces that public comment is closed and asks if there is any further discussion by members of the Board/Committee.
- The Chair calls for a motion from members of the Board/Committee.
- Upon a motion, the Chair announces the name of the member who makes the motion. Motions require a second by a member of the Board/Committee. Upon a second, the Chair announces the name of the Member who made the second, and the vote is taken.
- The “aye” votes in favor of the motion shall be made collectively. Any Member who wishes to oppose or abstain from voting on the motion, shall individually and orally state the Member’s “nay” vote or abstention. Members present who do not individually and orally state their “nay” vote or abstention shall be deemed, and reported to the public, to have voted “aye” on the motion.

The Vote as specified in the SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the alternate shall be entitled to vote. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Minute Action

AGENDA ITEM: 1

Date: May 10, 2018

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

Note agenda items and contractors/subcontractors, which may require member abstentions due to possible conflicts of interest.

Background:

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
2	17-1001670	SJD&B <i>Simon Jeon</i>	Superior Pavement Markings Sierra Custom Metal Ornamental, Inc. MSL Electric
	17-1001699	Downing Construction <i>Michelle LaVanway</i>	Golden State Boring & Pip Jacking, Inc. Underground Builders Inc. Hardy & Harper Inc.
	17-1001686	Resource Environmental, Inc. <i>Jared Sloan Cooper, President</i>	Ace Fence Company
	C14001	Shimmick Construction Company Inc. (now acquired by AECOM) <i>Paul Camaur</i>	Allied Steel Co., Inc. Marina Landscape, Inc. Innovative Concrete & Engineering Giroux Glass Winegardner Masonry Excelsior Elevator Fencecorp Inc. Ellis Excavating Gerdau Eberhard EMC Rutherford Co., Inc. M.B. Herzog Electric Hardy & Harper, Inc.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

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Item No.	Principals & Agents
9	City of San Bernardino
	Christine Li
	Twenty-Seven Sac Self-Storage Limited Partnership
	James F. Ver Steeg, Sr.
	Miranda Family Holdings, LLC <i>Jorge Miranda</i>
	San Bernardino County Fire Protection District <i>Mark A. Hartwig, Fire Chief</i>
	Westbrook Family Trust The Botts Family Trust <i>Harold Truitt Westbrook II, Penny K. Westbrook, Robert E. Botts, Beverly Ann Botts</i>
	Smith ETAL. <i>Don R. Smith, Barbara R. Smith, H. Mark Beguelin Jr., Ellen C. Johnston, Edward T. Fletcher, Jr., Mary Fletcher, G. Louis Fletcher, Janet G. Fletcher, Marrily Leiberg Knudsen</i>
	Wenhui Liang
	Vidmar ETAL. <i>Barbara L. Vidmar, John C. Vidmar, Marcia Vidmar, John R. Vidmar, Doris N. Vidmar</i>
	Eric Grisham Family Trust <i>Eric Grisham</i>
	Salvador Anaya
	E & W Properties, LLC <i>Edward Boyd</i>
	Washington Land Ventures, LLC
	San Bernardino Flood Control District
	Mad Atom, LLC
	LGW Equity, LLC
	Gregory M. Arias
	California Housing Foundation <i>Steven Von Rajcs</i>
	Martin ETAL. <i>Willie Martin, Jr., Michael Martin, Aaliyah Abdullah, Glenda Burnett, Charleena Fairley</i>
	Cooley Properties, LP

9 cont.	Ford Wholesale Co., Inc. <i>M L Thomas</i>
	City of Riverside
	Reagent Chemical & Research, Inc. <i>Vivian Imperial</i>
	Iad Hanhoun and Shereen Hanhoun
	County of San Bernardino
	CalTrans
	City of Redlands
	Ohanina Revocable Trust
	Chase Management, Inc. <i>H. Troy Farahmand</i>
	Strickler Commerical, LLC <i>Corbin Strickler</i>
	Property One, LLC
	Tyra Family Trust
	United States Postal Service
	G & M Capto, LLC <i>Harry O. Schenik</i>
	Spirit Master Funding X, LLC
	Orange Street Plaza, LLC <i>Naseem Moalej</i>
	Centennial Plaza, LLC <i>Donald Lam</i>
	Amcor Properties, LLC <i>Louis T. Burch</i>
	James F. Ver Steeg Sr.
	Todd ETAL. <i>S. Todd Allen, Joy A. Allen, Anthony Cinque, Jodi L. Cinque, Rondal G. Allen, Marilyn Allen</i>
	Redlands Foothill Groves
	Catalina Gardens-Riverside, LLC <i>Donald R. Marabella</i>
	Union Pacific Railroad Company

9 Cont.	Gabriella Parrish <i>Gabriella Paddish</i>
	Leonard & Maria Knapp
	Hu Family Trust
	Prima-Mill, LLC
	Carlos Garcia & Alejandra Naranjo
	Chase Holdings LP
	Franchise Realty Interstate Corp.
	Thomas O. Bell
	NYS North, LLC
	Stuart Street Redlands, LLC
	Timothy Best
	Redlands Property Management, TR.
	LIH Investments, LLC
	Valacal Company
	IPT Waterman, DC, LP
	Gosaenlez, LLC
	199 East Central Avenue, LLC

Item No.	Principals & Agents
10	Ford Wholesale Company, Inc.
	Spirit Master Funding X, LLC
	Orange Street Plaza, LLC
	James F. Ver Steeg, Sr.

Transit Committee Agenda Item

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Item No.	Contract No.	Principals & Agents	Subcontractors
11	16-1001531	Stadler US Inc. <i>Martin Ritter</i>	None

Financial Impact:

This item has no direct impact on the annual budget.

Reviewed By:

This item is prepared monthly for review by Board of Directors and Committee members.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: May 10, 2018

Subject:

Construction Contract Change Orders to on-going Construction Contracts with Shimmick Construction Company, SJD&B, Resource Environmental and Downing Construction

Recommendation:

Receive and file change order report.

Background:

San Bernardino County Transportation Authority has four on-going Transit and Rail Construction Contracts; one had Construction Change Orders (CCO's) approved since the last reporting to the Transit Committee.

- A. Contract Number 17-1001670 with SJD&B, Inc. for the Fontana Grade Crossings Pedestrian Improvement Project:
 - (1) CCO No. 12 (\$3,840.65 Modifications to traffic signal poles)
 - (2) CCO No. 13 (\$2,152.00 Haul and dispose k-rails)
- B. Contract Number 17-1001699 with Downing Construction for the Redlands Passenger Rail Project early utility relocations: No CCO this reporting period.
- C. Contract Number 17-1001686 with Resource Environmental, Inc. for the Redlands Passenger Rail Project 133 S. E Street Building Demolition: No CCO this reporting period.
- D. Contract Number C14001 with Shimmick Construction Company, Inc. for construction of the Downtown San Bernardino Passenger Rail Project: No CCO this reporting period.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Victor Lopez, Program Manager

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Entity: San Bernardino County Transportation Authority

Rail and Transit Construction Contracts

Fontana Grade Crossings Pedestrian Improvement Project (17-1001670)		
Executed Change Orders		
Number	Description	Amount
1	Adjustment sidewalk thickness, additional chain link fence, additional backfill and grading on Sierra Ave and removal of existing K-rails.	\$8,132.79
2	Eliminate second traffic signal controller at Juniper Ave, install additional cable, and revise luminaire wattage.	(\$14,140.39)
3	Furnish and install pipe gates and bollards.	\$15,971.53
4	NA-Cancelled.	\$0.00
5	Reconstruct additional sidewalk along Juniper Ave.	\$9,427.42
6	Additional conduit at Juniper Ave for new meter pedestal.	\$5,392.98
7	NA-Cancelled.	\$0.00
8	Additional compensation for placement of slurry for new traffic signal pole foundations.	\$10,536.20
9	Install additional truncated domes at the entrance to pedestrian gates.	\$2,984.64
10	NA-Cancelled.	\$0.00
11	Additional compensation for installation of loop detectors.	\$508.26
12	Additional compensation for modifications to traffic signal poles.	\$3,840.65
13	Additional compensation to haul and dispose K-rails.	\$2,152.00
CCO TOTAL		\$44,806.08
APPROVED CONTINGENCY		\$55,373.00
REMAINING CONTINGENCY		\$10,566.92

RPRP- Early Utility Relocation (17-1001699)		
Executed Change Orders		
Number	Description	Amount
1	No cost change order for Federal Wage Rate determination	\$0.00
CCO TOTAL		\$0.00
APPROVED CONTINGENCY		\$347,347.00
REMAINING CONTINGENCY		\$347,347.00

RPRP- 133 S. E Street Demolition Project (17-1001686)		
Executed Change Orders		
Number	Description	Amount
1	Provide the necessary labor, equipment, and materials to pay for the service abandonment fee to disconnect a 1-inch domestic and a 4-inch fire service water line.	\$1,500.00
2	Provide the necessary labor for oversight of site cleanup of bio-waste and sharps abandoned in the building.	\$1,200.67
3	Provide the necessary labor, equipment, and materials to demo the concrete warehouse roofing.	\$5,324.92
CCO TOTAL		\$8,025.59
APPROVED CONTINGENCY		\$22,000.00
REMAINING CONTINGENCY		\$13,974.41

Downtown San Bernardino Passenger Rail Project (C14001)		
Executed Change Orders		
Number	Description	Amount
1	Replace Signals Mast at Depot for Tracks P5 and P6, (CN 5-\$60,761). Remove and Dispose of Debris (CN 6-\$27,000).	\$87,761.00

Bold-Construction Change Orders approved since the last reporting to the Transit Committee
Amounts shown in parentheses represent a credit to the Agency

Rail and Transit Construction Contracts

2	Build Temporary Mini-High (CN 4.1-\$81,320). Removal of Property Owner Debris (CN 6.1-\$52,000). Install Temp Fence adjacent to San Bernardino Transit Center (CN 12-\$5,000).	\$138,320.00
3	Reconstruct CMU block wall trash enclosure at the San Manuel stadium (CN 010-\$34,950). Additional tree removal along railroad right-of-way (CN 16-\$18,000). Relocate equipment and materials at the San Bernardino Transit Center parking lot (CN 17-\$40,000). Construction of temporary platform at Santa Fe Depot (CN 18-\$40,000).	\$132,950.00
4	Additional electrical work for power pedestal, rail lubricator and signal house (CN 2-\$45,179.50). Additional miscellaneous electrical work (CN 14-\$26,476.62).	\$71,656.12
5	Adjustment to the various allowance bid items (CN 26-\$208,142.57).	\$208,142.57
6	Modify various storm drain structures (CN 8-\$89,381). Installation additional parking lot light poles at the Southern California Gas Company parking lot (CN 14.01-\$3,229.87). Increase gauge rubber on crossing panels (CN 21-\$4,102.13).	\$96,713.00
7	Installation of infrastructure for electric vehicle charging stations (CN 7.2-\$24,000). Installation of water line bypass at G St (CN 28-\$84,000).	\$108,000.00
8	Adjustment to the various allowance bid items (CN 26-\$208,142.57).	\$207,000.00
9	Adjustment to allowance bid item 006-Railroad Flagging (CN 35-\$121,000).	\$121,000.00
10	Adjustment to allowance bid item 002-Unforeseen Utilities (CN 36-\$200,000).	\$200,000.00
11	Extension to the contract period of performance and adjustment to bid item 003 for the construction daily overhead cost (CN 030- \$486,000).	\$486,000.00
12	Modifications to signing and striping plans (CN 23.1-\$5,880). Property and conform adjustment (CN 39-\$70,000).	\$75,880.00
13	Modifications to SBTC Platform C south wall (CN 41-\$58,000).	\$58,050.00
14	Improvements for future building and removal of viewing platform gazebo (CN 9-\$56,850 credit). Removal of Lighted Pylon (CN 13-\$435,428.90 credit).	(\$492,278.90)
15	Add Holly property driveway and remove Byun property driveway (CN 33-\$0). Allowance adjustment for handling asbestos at the Southern California Gas Company property (CN 43-\$44,107.78). Adjustment to allowance bid item 002-Unforeseen Utilities (CN 46-\$100,000).	\$144,107.78
16	Adjustment to allowance bid item 034-Replace and Extend Existing Roof Drains (CN 34-\$55,000). Adjustment to allowance bid item 041-Unidentified Concrete Removal (CN 46-\$87,000). Adjustment to allowance bid item 042-Unsuitable Material/Soils (CN 44-\$65,000).	\$207,000.00
17	Adjustment to allowance for temporary platform P-2 at Depot (CN 18.1-\$14,900). Adjustment to allowance bid item 006-Railroad Flagging (CN 35.1-\$70,000). Install bus bay on 3rd St and stop sign at 3rd/K St (CN 47-\$2,995.65). Provide and maintain SWPPP exceeding bid duration (CN 51-\$42,000).	\$129,895.65
18	Adjustment to allowance for storm drain structure modifications (CN 8.1-\$22,122.24). Adjustment to allowance bid item 002-Unforeseen Utilities (CN 46.1-\$185,000).	\$207,122.24
19	Installation of communication conduit for crew house building (CN 22-\$29,000). E street sanitary sewer modifications (CN 32-\$21,000). Adjustment to contract working days due to BNSF EIC impacts (CN 42-\$54,000).	\$104,000.00
20	Adjustment to allowance bid item 002-Unforeseen Utilities (CN 46.2-\$150,000). Provide Access Control System at SBTC crew building (CN 54-\$15,000).	\$165,000.00
21	Provide conduits from Depot to IEMF for future use (CN 25-\$47,000). SBTC Platform C cost adjustments (CN 41.1-\$92,405.77).	\$139,405.77
22	Adjustments to drainage inlet erosion control (CN 56-\$55,000). Building discipline coordination (CN 57-\$20,000).	\$75,000.00
23	Additional security camera conduit and light poles (CN 20-\$4,514.77). Adjustment to allowance bid item 006-Railroad Flagging (CN 35.2-\$63,000). Revisions to G street commercial driveway drainage (CN 48-\$11,000).	\$78,517.77
24	Modifications to K St and S G St irrigation system (CN 34-\$12,129.92). Modifications to landscape and irrigation at the Santa Fe Depot (CN 38.1-\$8,400). Remove landscape and irrigation at future redlands rail site (CN 50-\$5,033.71 credit).	\$15,496.21
25	Adjustments to railroad signals along the Redlands Subdivision (CN 19-\$75,000). Provide railroad regulatory additions along the Redlands Subdivision (CN 60-\$50,000).	\$125,000.00

Bold-Construction Change Orders approved since the last reporting to the Transit Committee
Amounts shown in parentheses represent a credit to the Agency

Rail and Transit Construction Contracts

26	Trash enclosure cost adjustment (CN 10.1-\$12,255.33). Additional tree removal cost adjustments (CN 16.1-\$2,474.75). Modifications to Santa Fe Depot switchboard surge protection devices (CN 52-\$71,812.94). Additional vault protection (CN 53-\$6,000)	\$92,543.02
27	Modification to signals at CP Vernon (CN 40-\$30,000).	\$30,000.00
28	Additional signing and striping at railroad grade crossings (CN 40-\$30,000).	\$28,000.00
29	Extension to the contract period of performance and adjustment to bid item 003 for the construction daily overhead cost (CN 059- \$486,000).	\$382,500.00
30	Adjustment to allowance bid item 006-Railroad Flagging (CN 35.3-\$70,000). Addition of access control system at crew house building (CN 54.1-\$68,000). Additional data ports at crew house building (CN 64-\$8,000).	\$146,000.00
31	Building discipline coordination (CN 57.1-\$70,000). Depot Metrolink service shutdown unanticipated work (CN 65-\$20,000).	\$90,000.00
32	Modifications to SBTC compressed air extension (CN 63-\$10,000). SBTC irrigation controller conduit and electrical installation (CN 66-\$6,500). Modifications to Santa Fe Depot and SBTC electronic passenger information system (CN 67-\$10,000).	\$26,500.00
33	Relocate equipment and materials at the San Bernardino Transit Center parking lot (CN 17.1-\$30,278.80 credit). Building discipline coordination cost adjustment (CN 57.2-\$50,000). Rolling gate/fence installation (CN 68-\$1,500)	\$34,721.20
34	Electric vehicle conduits cost adjustment (CN 7.3-\$12,500). Trash enclosure cost adjustment (CN 10.2-\$13,000). Building discipline coordination (CN 57.3-\$17,000).	\$42,500.00
35	Adjustment to allowance for temporary platform P-2 at Depot (CN 18.2-\$2,500). SBTC irrigation controller conduit and electrical installation cost adjustment (CN 66.1-\$21,000).	\$23,500.00
36	G Street waterline bypass cost adjustments (CN 28.1-\$45,000). Rolling gate/fence installation cost adjustments (CN 68.1-\$25,000)	\$70,000.00
37	Miscellaneous site and civil design revisions (CN 3-\$4,684.68). Building discipline coordination cost adjustment (CN 57.4-\$9,000). Time related overhead discrepancy (CN 69-\$76,500).G Street waterline bypass cost adjustments (CN 28.2-\$20,000).	\$110,184.68
38	G Street waterline bypass cost adjustments (CN 28.3-\$20,000).	\$20,000.00
39	Reduction of unused bid item 6-PTC coordination; additional compensation for extra work performed subsequent to substantial completion and time related overhead. (CN 71-\$0).	\$0.00
40	Increase funds on force account change notices from unused funds on allowance bid items and change notices (CN 72-\$0).	\$0.00
41	Compensation for schedule delay claim by sub-contractor Rutherford Company, Inc. (CN 73-\$70,188).	\$70,188.00
CCO TOTAL		\$4,056,376.11
APPROVED CONTINGENCY		\$5,962,928.00
REMAINING CONTINGENCY		\$1,906,551.89

Bold-Construction Change Orders approved since the last reporting to the Transit Committee
Amounts shown in parentheses represent a credit to the Agency

Minute Action

AGENDA ITEM: 3

Date: May 10, 2018

Subject:

Agreement with the Riverside County Transportation Commission for implementation of the San Bernardino County Rideshare, Trip Reduction and 511 Programs

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001950 with Riverside County Transportation Commission for Rideshare, Trip Reduction, and 511 Programs, effective July 1, 2018 through June 30, 2019, in an amount not-to-exceed \$1,550,000.

Background:

San Bernardino County Transportation Authority (SBCTA) has funded and implemented rideshare and trip reduction services since the agency's inception. In 1993, SBCTA entered a bi-county partnership with Riverside County Transportation Commission (RCTC) for implementation of local rideshare programs, (IE Commuter), and together in 2010 established an Inland Empire 511 program. RCTC has been the lead agency in procuring and entering into agreements with various contractors to implement both programs and manage the contracts. Staff is recommending that RCTC and their contractors continue to provide local rideshare, trip reduction and 511 program services to SBCTA for Fiscal Year (FY) 2018/2019, for which SBCTA will reimburse RCTC for costs incurred for implementation of rideshare services and costs associated with the 511 program. The services provided by RCTC through their contractors are briefly outlined in the Scope of Work, Attachment A, and include:

1. Rideshare, Trip Reduction, 511 Services:
 - a. Technical and programmatic assistance for the South Coast Air Quality Management District's Rule 2002 and Average Vehicle Ridership calculations;
 - b. Administer employer surveys and disseminate customized Ride Guides;
 - c. Assist employers in implementing rideshare programs for their employees;
 - d. Conduct outreach, marketing, workshops, and promotional efforts;
 - e. Hosting and maintenance of IE Commuter (IECommuter.org) and IE511 (IE511.org);
 - f. Operation of a 511 phone system available to commuters 24 hours a day, 7 days per week, 365 days per year;
 - g. Expanded tele-services, responding to 1-866-RIDESHARE inquiries from commuters and employers;
 - h. Special projects and ad-hoc studies/surveys;
 - i. Coordination and participation on local, regional and state committees.
2. Rideshare Incentive and Reward Programs:
 - a. \$2/day Rideshare incentive program for new rideshare participants who try ridesharing to work (includes taking public transit, bicycling, walking, carpooling, vanpooling and telecommuting) for a three-month trial period;
 - b. Rideshare Plus rewards program for ongoing rideshare participants.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 10, 2018

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Rideshare, trip reduction, and 511 programs are primarily funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and augmented with local Measure I funds when work is not eligible for federal funding. Rideshare funding is also programmed in the Federal Transportation Improvement Program and included in the Regional Transportation Plan. As a transportation control measure, rideshare and trip reduction strategies are needed in order to assist the region in meeting its air quality and transportation conformity goals.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2018/2019 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Procurement Manager have reviewed this item, the draft agreement and the scope of work.

Responsible Staff:

Nicole Soto, Management Analyst I

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Contract Summary Sheet

3.a

General Contract Information

Contract No: 18-1001950 Amendment No.: _____ Vendor No.: 01768

Vendor/Customer Name: Riverside County Transportation Commission Sole Source? ☐ Yes ☒ No

Description: FY 18/19 Trip Reduction, Rideshare and 511 Programs

Start Date: 07/01/2018 Expiration Date: 06/30/2019 Revised Expiration Date: _____

Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____

List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 1,550,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,550,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,550,000.00

Contract Authorization

☐ Executive Director Date: _____

Executive Director Action: _____

☒ Board of Directors Date: 06/06/2018

Board of Directors Action: Approve Agreement No. 18-1001950

☒ Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: ☐ Capital ☐ PAA ☒ Other

☐ Retention: % Maximum Retention: \$ -

Services: ☐ Construction ☐ Intrgrnt/MOU/COOP ☐ A & E Services ☒ Other Professional Services

☐ Disadvantaged Business Enterprise (DBE) Goal %

☐ Contract Management: Receivable

☐ E-76 and/or CTC Date _____ (Attach Copy) ☐ Program Supplement No.: _____

☐ Finance Letter ☐ Reversion Date: _____ ☐ EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Nicole Soto

Attachment “A”

Scope of Work

San Bernardino Employer and Commuter Assistance Programs

Fiscal Year 2018-19

IE Commuter and IE511

San Bernardino County Transportation Authority’s (SBCTA) and Riverside County Transportation Commissions (RCTC) IE Commuter rideshare and 511 programs provide a variety of services to employers and commuters, who participate in trip reduction activities. Activities shall include, but not be limited to:

- Host and maintain the IE511.org and IECommuter.org websites, mobile device interfaces, social media platforms, and other regional products/outreach as assigned;
- Respond and coordinate with SBCTA, as necessary, inquiries that are San Bernardino County specific and generated from 511, 1-866-RIDESHARE, and direct referrals;
- Oversee and maintain a database of commuters specific to SBCTA’s region, with SBCTA owning all Documents and Data (hard copy and electronic formats), as that term is defined in Section F. 1. of the Agreement;
- Administer and provide technical assistance for the IE Commuter program including employer, employee, and end user account management, South Coast Air Quality Management District (SCAQMD) Rule 2202 assistance including SCAQMD certified Average Vehicle Ridership (AVR) calculations and coordinating and implementing employer surveys, ridematching, including dissemination and production of RideGuides both electronically and paper, incentive program management, production of output reports including analysis of survey results, and maintaining marketing logs and commuter trip data;
- Coordination with other rideshare agencies and service providers to assist multi-site and multi-jurisdictional employers and Employee Transportation Coordinators (ETC) within San Bernardino County as well as related worksites outside of the County;
- Conducting ETC networking meetings, including two marketing workshops per year, a rideshare week kick-off event and recognition events;
- Marketing to employers, employees, and end user commuters, including e-mail campaigns and newsletters, administering commuter promotions and incentives, graphic design for various collateral materials including but not limited to brochures, RideGuides, posters, banners, etc., web based advertising, and developing messaging for print, media, and social media advertising campaigns;
- Support for employer and community events as well as transportation forums;
- Market the regional Guaranteed Ride Home (GRH) Program to employers in San Bernardino County;
- Maintain and increase SBCTA’s leased Park and Ride lot program;

- Operate the 511 program through phone and web services, providing enhancements, resolving issues, conducting marketing and periodic surveys;
- Conduct IE Commuter and 511 special projects and studies as assigned, and work closely with SBCTA on all special projects and/or studies that impact SBCTA's rideshare and 511 programs.
- RCTC is to advise at the start of and coordinate with SBCTA all potential enhancements, issues, and periodic surveys if such tasks could change/alter the current rideshare and/or 511 programs in San Bernardino County.
- SBCTA staff will work closely with RCTC during the review and subsequent approval process of all rideshare and/or 511 marketing and communication plans, messaging development, media buys, advertising materials or any incentive outreach changes.
- RCTC shall provide SBCTA with the following reports:
 - i. Monthly IE Commuter Employer Activity Report for all employers with signed Employer Participation Agreements (Employer information, number of employees, etc.);
 - ii. Monthly IE Commuter Program Performance Report (Incentives processed, number of registered commuters, etc.);
 - iii. Quarterly IE Commuter Program Management Report (employer output, employer management, eRideGuides, contact management, IECommuter.org statistics and inquiries etc.);
 - iv. Monthly 511 mobile app statistics;
 - v. Monthly 511 calls and Interactive Voice Response statistical data;
 - vi. Monthly IE511.org statistics; and
 - vii. Other newly developed reports/statistics as required.

Goals and Performance Measures:

1. Implementation of commuter assistance programs to approximately 500 regulated and non-regulated employer worksites in San Bernardino County, to assist in the development and implementation of trip reduction programs and for technical assistance.
2. Work with approximately 175 employers on AVR/Transportation surveys and AVR calculations.
3. Maintain an accurate database of approximately 50,000 active San Bernardino County commuter registrants, resulting from completed commuter surveys.
4. Disseminate approximately 9,000 Ride Guides to San Bernardino County commuters from San Bernardino County worksites.
5. Provide assistance to multi-site/multi-jurisdictional headquarters located in San Bernardino County that may represent worksites in San Bernardino, Riverside, Los Angeles and Orange counties.
6. Develop and implement two employer transportation network marketing meetings, one rideshare week kick-off event and ongoing promotional marketing campaigns at San Bernardino employer worksites, and other events.
7. Produce and disseminate other regional marketing materials as standalone campaigns within the San Bernardino and Riverside counties or as regional campaigns in coordination with neighboring County Transportation Commissions.

8. Respond to approximately 2,000 inquiries/calls from commuters who work or reside in San Bernardino or Riverside counties, via 1-866-RIDESHARE, 511, direct referrals, and other internet sources. Of these 2,000 inquiries, approximately 200 RideGuides will be generated. In addition, approximately 575 Inland residents will register in the database via the IECommuter.org website.
9. Manage and operate the 511 system which will be available to commuters 24 hours a day, 7 days per week, 365 days per year.
10. The 511 phone system will provide assistance to approximately 25,000 callers per month throughout the year. The system will have the capacity to handle approximately 100,000 concurrent callers.
11. The IE511.org website will potentially receive approximately 40,000 unique visitors per month. Website will be able to handle approximately 100,000 concurrent users.
12. Continue 511 marketing/outreach and coordinating development of the marketing plan, campaign themes, surveys, studies and potential collateral materials for San Bernardino County with SBCTA staff, before the tasks are implemented.
13. Conduct and coordinate periodic surveys with SBCTA staff to determine the 511 program use, effectiveness and customer satisfaction.
14. Provide IE511 website, phone, and mobile application enhancements/upgrades as needed.
15. Collaboratively with SBCTA, explore possible opportunities to improve the 511 system for the motorists and residents of both counties.

Rideshare Incentive Programs

The IE Commuter \$2/day Rideshare Incentive offers San Bernardino County residents who commute to work up to \$2 a day (in gift cards) for each day they participate in a rideshare mode, during a three-month period. The IE Commuter Rideshare Plus program provides ongoing rideshare participants who reside in San Bernardino County a Rideshare Plus rewards book with discounts to local merchants, plus 200,000 additional discounts available online. RCTC is responsible for managing and operating the incentive programs listed above, and coordinating discussions with SBCTA when potential changes to the programs are being considered.

Goals and Performance Measures:

1. The \$2/day Rideshare Incentive program will enlist 1,100 San Bernardino County residents who commute to work. These participants have, on average, a one-way commute distance of 27.59 miles, and the goal is to reduce 109,000 one-way vehicle trips from the roadways.
2. The Rideshare Plus program will enlist approximately 3,000 San Bernardino County residents who commute to work, when the program is at its highest membership over the 18-month program period.

Minute Action

AGENDA ITEM: 4

Date: May 10, 2018

Subject:

SCRRA Preliminary Budget Request for Fiscal Year 2018/2019

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2018/2019 in which the following subsidies are being requested:

A. Operating assistance allocation of \$16,111,000 paid for with \$11,002,836 in Valley Local Transportation Funds, \$4,358,164 of Federal Transit Administration Section 5337 State of Good Repair Funds, as well as surplus carry-over Valley Local Transportation Funds from Fiscal Year 2016/2017 in the amount of \$750,000;

B. Rehabilitation allocation of \$10,668,461 paid for with \$10,172,809 of Federal Transit Administration Section 5337 State of Good Repair Funds, and the remaining \$495,652 with State of Good Repair Funds – Operator Share;

C. Capital allocation of \$1,468,584 paid for with \$673,375 in Federal Transit Administration Section 5337 State of Good Repair Funds and \$795,209 in State Transit Assistance – Operator Share Funds.

Due to the existing “All-Share Formula” used by SCRRA, which distributes costs amongst the five member agencies for system-wide expenses, the full transmittal of SBCTA’s allocation for Rehabilitation and New Capital Programs is contingent upon each of the five member agencies approving their full financial contribution, as part of SCRRA’s preliminary Fiscal Year 2018/2019 budget request.

Background:

The Southern California Regional Rail Authority (SCRRA) Joint Powers Agreement requires a preliminary budget be presented to the member agencies by May 1st of each year. Adoption of the Final SCRRA Budget by the SCRRA Board of Directors is scheduled in June and is contingent upon each of the five (5) member agencies approving their financial contribution for the fiscal year. The five (5) member agencies include San Bernardino County Transportation Authority (SBCTA), the Los Angeles County Metropolitan Transportation Authority (LA Metro) the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC). On April 13, 2018, the SCRRA Board authorized the release of the Preliminary Fiscal Year (FY) 2018/2019 Budget, which followed a SCRRA Board of Directors Budget Workshop on February 23, 2018.

The FY 2018/2019 Preliminary Budget as proposed includes new budgetary authority of approximately \$476.59 million. The Preliminary Budget consists of an Operating Budget authority of \$251.4 million, an increase of 3.4% as compared to the FY 2017/2018 Adopted Budget. Capital Program authority totals approximately \$225.19 million; \$123.8 million for Rehabilitation Projects, \$77.0 million for Special Projects, and approximately \$24.35 million for new Capital Projects. Carryover of Rehabilitation Projects approved in prior years is

Entity: San Bernardino County Transportation Authority

\$24.1 million, and carryover of New Capital Projects approved in prior years is approximately \$204.8 million. SBCTA's subsidy for Metrolink service equates to \$16,111,000 for Operations, \$10,668,461 for Rehabilitation, and \$1,468,584 for New Capital. Additionally, on April 4, 2018, SCRRA provided SBCTA a Member Agency Subsidy Reconciliation Schedule and the Schedule of Deferred Revenue for FY 2016/2017, which was completed as part of an audit. As part of the reconciliation, it was determined that SBCTA had a FY 2016/2017 operating surplus of \$1,222,493, which reflects an adjustment of \$450,807 to establish a reserve for losses on obsolete inventory but does not include an insurance adjustment that will need to be made as a result of an audit finding. Additionally, the operating surplus does not include an adjustment for an inventory reserve. Actual losses associated with the disposal of the inventory will be incurred in FY 2017/2018 and appropriately included in the Comprehensive Annual Financial Report (CAFR) at that time. Staff is recommending that \$750,000 of the surplus be used to partially fund SBCTA's operating allocation of \$16,111,000 for FY 2018/2019.

SCRRA's Preliminary FY 2018/2019 Budget states that overall, the total operating expenditures have increased from the FY 2017/2018 Adopted Budget by \$8.3 million or 3.4%. The primary cost driver is an overall increase in train operations, which have increased by \$8.8 million. This increase includes a \$1.5 million, or 3%, increase in the service contractor contract, \$0.7 million in reassignment of positions, \$1.4 million increase in equipment maintenance, \$1.5 million increase in Ticket Vending Machine (TVM) maintenance and revenue collection services, as well as a \$4 million increase in marketing due to a new marketing initiative to grow ridership. Other cost drivers include a \$0.8 million increase in administration services associated with cost of living and merit increases. Meanwhile, operating revenues, which offset member agency subsidies, are increasing by 0.2% from FY 2017/2018. Operating Revenue includes Farebox, Dispatching, Maintenance-of-Way (MOW), interest, and other minor miscellaneous revenues. Farebox Revenues, the largest operating revenue of the budget, are projected to increase by \$0.5 million, or 0.6%, compared to the FY 2017/2018 Adopted Budget for a total of \$85.6 million. Dispatching and MOW revenues from the freight railroads and Amtrak are estimated from existing agreements based on projects of current usage. The FY 2018/2019 Dispatch Revenue projection of \$2.1 million estimates a decrease of \$5,000, or 0.2%, from the Fiscal Year 2017/2018 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY 2018/2019 MOW revenues are projected to decrease by \$0.8 million, or 5.9%. Reduced rail freight traffic for Saugus-Union Pacific Railroad (UPRR), the largest segment of MOW revenue, translates to a reduction of MOW revenue, which is calculated based on "car miles". This results in SBCTA's proposed FY 2018/2019 operating allocation increasing over last year's allocation by 7.69%, for a total of \$16,111,000 million. The primary contributing factor to a subsidy increase of 7.69% while overall costs have grown approximately 3.4% is due to the 5.9% decrease in MOW revenue. It should be noted that the \$2.8 million dollar allocation to fund the Metrolink San Bernardino Line Fare Discount Pilot Program is independent of the SCRRA budget request; the funding source for this program consists of \$814,999 of Metrolink generated State Transit Assistance – Operator Share Funds and \$2 million of Mobile Source Air Pollution Reduction (MSRC) Clean Transportation Grant Funds.

The New Capital Program subsidy request from SBCTA is currently \$1.58 million and covers costs related to automated wheel scan equipment, a secondary entrance to the Central Maintenance Facility, and electric vehicle charging stations for employees. SBCTA staff requested SCRRA pursue grant funding for the electric vehicle charging stations and

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recommends our approved subsidy be \$1,468,584. The budget request for New Capital includes a reduction of \$115,822 for Electric Vehicle (EV) charging stations from the SCRRA April 13, 2018 preliminary budget item with the recommendation from SBCTA to pursue grant funds for such Capital Projects. SCRRA staff has indicated the request for the electric vehicle charging stations will be removed prior to presenting the final budget to the SCRRA Board.

The Rehabilitation Program allows for the railroad to be maintained in a state of good repair, including fleet and facility projects, communications, signage improvements, and includes the High Priority State of Good Repair (SOGR) Program. The SOGR Program includes rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of the program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service, and other railroad partner service and to maintain on-time service. SCRRA provided member agencies the opportunity to review their draft Metrolink Infrastructure Rehabilitation Plan (MIRP) in February 2018 which identifies the overall needs to bring the track system into a state of good repair. The draft MIRP identified a substantial backlog of rehabilitation needs with, SBCTA's share of cost at approximately \$50 million for a one-time investment in 2017 dollars, and an ongoing annual need of approximately \$5.5 million to maintain the system going forward. This does not include rolling stock or facilities. SCRRA is working to incorporate rolling stock and facility needs into the MIRP and will be providing an updated version in late 2018.

While SCRRA made significant improvement this year in their rate of expenditure for the Rehabilitation Program, in years past the funding allocated has not been spent expeditiously. In addition, the ability of SCRRA to use the rehabilitation funding allocated by SBCTA is dependent upon the amount of funding the Los Angeles County Metropolitan Transportation Authority (LA Metro) makes available as the cost of improvements on the San Bernardino Line is allocated 40% to SBCTA and 60% to LA Metro, regardless of which county the improvements are being done in. Annually, SBCTA has approximately \$9 million available for SCRRA New Capital Program and Rehabilitation Program. With the approval of Senate Bill 1 (SB1), approximately \$2 million of State of Good Repair funding will be made available annually to SBCTA for allocation to Valley-area projects which could be used to help fund the backlog, although bus and rail needs must be considered in this allocation. This is in addition to \$250,000 SCRRA receives directly from SB1 for State of Good Repair that is attributable to San Bernardino County. Staff has requested SCRRA prioritize the needs and provide options for multi-year plans (3 years/5 years/7 years/10 years) to get to a State of Good Repair, including related implications for each duration. Staff has also requested the multi-year plan be based on a likely rate of expenditure.

Financial Impact:

This item is consistent with the 2017/2018 Fiscal Year adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Rebekah Soto, Management Analyst I

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:



TRANSMITTAL DATE: April 6, 2018

MEETING DATE: April 13, 2018 **ITEM 12**

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection

Issue

The Authority is required, under the Joint Exercise of Powers Agreement, to provide to its Member Agencies, on or before May 1 of each year, a Preliminary Budget (effective July 1, the start of the fiscal year) for individual agency consideration and approval. At the March 23, 2018 meeting, the Board approved staff's recommendation that the FY19 Preliminary Budget, as presented in Item No. 11, and amended by the Board that date, be transmitted to the five Member Agencies.

Recommendation

It is recommended that the Board approve the transmittal of the Preliminary Fiscal Year 2018-19 (FY19) Budget to its Member Agencies for their consideration and approval.

Alternatives

The Board may choose to adjust the Preliminary FY19 Budget prior to its transmittal to the Member Agencies for consideration and approval.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Development of the annual budget in a timely manner provides the short-term objective of providing an annual funding commitment for basic operations while securing multi-year funding commitments from its Member Agencies for the needed investments in Rehabilitation and New Capital.

Background

The FY19 budget development process began on October 4, 2017 with a Budget Kick-off Meeting attended by over 50 employees. In keeping with a back-to-basics approach for

the budget development, requests were compiled and submitted by all Cost Center managers. Those requests were analyzed and subsequently reviewed with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of fiscal sustainability and operational efficiency.

These meetings began in October 2017 and concluded by mid-January 2018.

The FY19 Preliminary Budget for Operations and Rehabilitation/New Capital was reviewed with the Technical Advisory Committee (TAC) members on the following dates:

- November 14, 2017
- December 5, 2017
- January 9, 2018
- January 13, 2018

An overview of the FY19 Preliminary Budget for Operations and Rehabilitation/New Capital detailing the Total Request for Funding was reviewed with the Member Agency CEOs on the following dates:

- January 19, 2018
- February 16, 2018

On February 23, 2018, the FY19 Preliminary Budget was presented to the Board at its Budget Workshop.

Following the February 23, 2018 Budget Workshop, staff further analyzed FY19 requests considering trending estimated actuals and workload capacity. The budget was subsequently revised. The Revised FY19 Preliminary Budget, in which revenues were increased by \$2.8m and expenditures were increased by \$0.2m was presented to the Board and approved for future transmission at the March 23, 2018 Board meeting.

Operating

The FY19 Revised Preliminary Operating Budget as approved by the Board on March 23, 2018 is shown in table below:

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(\$ millions)	Budget Workshop				FY19 Revised			
	FY18 Budget	FY19 Budget	FY19 vs FY18		FY19 Revised	Revised vs Workshop		FY19 Revised vs FY18
Revenues *	\$100.6	\$97.9	(\$2.8)	-2.8%	\$100.8	\$2.9	3.0%	\$0.2 0.2%
Expenditures	\$243.0	\$248.1	\$5.1	2.1%	\$251.4	\$3.2	1.3%	\$8.3 3.4%
Net Local Subsidy	\$142.4	\$150.2	\$7.8	5.5%	\$150.6	\$0.4	0.3%	\$8.2 5.7%

* Revised from budget workshop data to include \$1.3m AV Line fare reduction subsidy.

Revised Operating Subsidy by Member Agency:

(\$ millions)	Budget Workshop				FY19 Revised			
	FY18 Budget	FY19 Budget	FY19 vs FY18		FY19 Revised	Revised vs Workshop		FY19 Revised vs FY18
Metro	\$71.7	\$75.5	\$3.9	5.4%	\$75.1	(\$0.4)	-0.5%	\$3.5 4.9%
OCTA	\$28.2	\$28.7	\$0.4	1.5%	\$29.4	\$0.7	2.6%	\$1.2 4.1%
RCTC	\$17.7	\$19.4	\$1.7	9.7%	\$19.7	\$0.2	1.2%	\$2.0 11.0%
SBCTA	\$15.0	\$16.1	\$1.1	7.6%	\$16.1	\$0.0	0.2%	\$1.2 7.7%
VCTC	\$9.8	\$10.5	\$0.6	6.6%	\$10.3	(\$0.2)	-2.2%	\$0.4 4.3%
Total Subsidy	\$142.4	\$150.2	\$7.8	5.5%	\$150.6	\$0.4	0.3%	\$8.2 5.7%

Rehabilitation

During November and December 2017 and January of 2018, staff met with the Member Agencies both jointly and individually to review the requested projects for FY19 as per the following schedule:

- Line Specific, Metro Friday, November 17, 2017
- Line Specific, RCTC Monday, November 20, 2017
- Line Specific, VCTC Monday, November 20, 2017
- Line Specific, OCTA Tuesday, November 21, 2017
- Line Specific, SBCTA Wednesday, November 22, 2017
- All Share Projects Wednesday, December 13, 2017
- All Share Projects Thursday, March 29, 2018

During these meetings, staff provided an overview of the call for projects process detailing how we rank, prioritize and then seek to optimize the fiscal request from the Member Agencies that ensures fulfillments of the Authority's strategic goals and annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

At the March 23, 2018 meeting, the Board also approved revisions to the Rehabilitation Budget for FY19.

The revised forecast for Rehabilitation requirements over the next three fiscal years is shown below:

- FY2018-19: \$200.8m
- FY2019-20: \$160.3m
- FY2020-21: \$200.3m

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY19, FY20 and FY21 requests are viewed as each having a four-year funding commitment which would have the following estimated cash flow impact over the next six fiscal years:

	<u>From FY19 Budget</u>	<u>From FY20 Forecast</u>	<u>From FY21 Forecast</u>	<u>Total By Year</u>
FY2018-19	\$ 14.0m	-	-	\$ 14.0m
FY2019-20	68.8m	\$ 8.0m	-	76.8m
FY2020-21	49.2m	56.1m	\$ 10.0m	115.3m
FY2021-22	68.8m	40.1m	70.1m	179.0m
FY2022-23	-	56.1m	50.1m	106.2m
FY2023-24	-	-	70.1m	70.1m
Total	\$ 200.8m	\$ 160.3m	\$ 200.3m	\$561.4m

New Capital

Staff met during December 2017 and January 2018 to determine projects to be recommended for New Capital in FY19. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation Projects described above. New Capital projects proposed for FY19 are in the amounts below:

- FY2018-19: \$24.5m
- FY2019-20: \$54.4m
- FY2020-21: \$65.1m

The FY19 Capital Budget as shown remains as presented at the budget workshop and was also approved for future transmission by the Board at the March 23, 2018 meeting.

At the March 23, 2018 meeting, the Board approved staff's recommendation that the FY19 Preliminary Budget as presented in Item No. 11 be accepted for future adoption at an April Board Meeting for transmission to the five Member Agencies by May 1 as required in the Joint Powers Agreement.

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Priorities for FY19 Preliminary Budget

- Metrolink is the best investment to reduce freeway traffic and clean the air in Southern California.

Because 82% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hour on the 5, 10, 60, 91, 101 and 134 freeways.

Metrolink accomplishes this while requiring a subsidy only half of most other transit systems in Southern California; the best investment for Southern California tax dollars.

The FY19 Preliminary Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan, adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:

- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of our efforts;
- Improved reliability and on-time performance, by putting Tier 4 locomotives into service;
- Increase of Farebox Revenue through advertising efforts, increasing farebox recovery ratio and reducing need for Member Agency funding through cost containment;
- Enhanced customer experience through:
 - Implementing upgrades to the mobile ticketing application and a modernized ticket vending system,
 - Rehabilitating our aging passenger cars.
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects,
 - Improving processes to accelerate project delivery.
- Ongoing workforce development, by training and engaging employees.

Overall Summary

The FY19 Preliminary Budget for Metrolink includes new budgetary authority of \$476.7m. The Preliminary Budget consists of Operating Budget authority of \$251.4m, an increase of 3.4% as compared to the FY18 Adopted Budget. Capital Program authority totals \$225.3m; \$123.8m for Rehabilitation Projects, \$77.0m for Special Projects, and \$24.5m for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$24.1m, and carryover of New Capital Projects approved in prior years is \$204.8m.

Operating Budget

Major Budget Assumptions

The FY19 Preliminary Budget does not include any proposed increase to the base fare structure. The FY19 Preliminary Budget assumes a total of 2.8 million service miles through the operation of 172 weekday trains and 90 weekend trains. No incremental services were requested in FY19. The Operating Revenues do reflect a projected net increase of \$0.2m or 0.2% increase from FY18. Details of the year over year change after detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$8.3m or 3.4% increase from FY18. Details of the year over year change are shown below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$100.8m for FY19, an increase of \$0.2 m or 0.2% compared to the FY18 Adopted Budget.

Farebox Revenues, the largest operating revenue of the budget, are projected to increase \$0.5m or 0.6% compared to the FY18 Adopted Budget to a total of \$85.6m. (Details as described in 'Major Budget Assumptions' above.)

Dispatching and MOW revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The FY19 Dispatch Revenue projection of \$2.1m estimates a decrease of \$5k or 0.2% from the FY18 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY19 MOW Revenues are projected to decrease \$0.8m or 5.9%. Reduced rail freight traffic for the largest segment of our MOW Revenue (Saugus-Union Pacific Railroad (UPRR)) translates to a reduction of our revenue which is calculated based on 'car miles'. Staff is currently in negotiation with UPRR to review this and other reciprocal agreements with that freight line.

Operating Expenditures

Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY19 Preliminary Budget for expenditures related to Train Operations is \$152.3m.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY19 budgeted amount for expenditures related to MOW is \$41.3m.

The FY19 Preliminary Budget for expenditures related to Administration & Services is \$41.1m and Insurance/Claims \$16.6m.

Overall, the total FY19 Preliminary Budgeted for expenditures have increased from the FY18 Adopted Budget by \$8.3m or 3.4%. The components of this change are as described below.

- Total Train Operations have increased by \$8.8m. The primary drivers of this increase are:
 - Train Operations Services have increased \$2.2m; \$1.5m service contractor 3.0% contract rate increase & new service; \$0.7m reassignment of positions.
 - Equipment Maintenance increased by \$1.4m due to Equipment Maintenance vendor 3.5% contract rate increase and incentives.
 - Fuel costs are down by \$0.9m due to a combination of Fuel hedging offset by higher diesel prices.
 - TVM Maintenance / Revenue Collections has increased by \$1.5m; \$0.8m new optic reader maintenance and incentives increases; tickets increased by \$0.5m; bank fees increased by \$0.2m.
 - Marketing increased by \$4.0m primarily due to a new marketing initiative expected to increase revenue by \$2.8m.
- MOW has decreased by \$0.3m; expenses are expected to remain flat with last year as a result of increased rehabilitation activities.
- Administration and Services have increased by \$0.8m.
 - The primary drivers of this increase are:
 - An increase in salary and benefits reflecting 2% cost of living adjustment (COLA) and 3% Merit Pool, Classification and Compensation Study and two added positions \$0.9m; PTC maintenance and support increase of \$0.4m; offset by a decrease in Operations consultants for \$0.5m.
- Total Insurance expense decreased by \$1.0m. The primary reason for the decrease is a reduction in insurance premiums due to a more favorable insurance market.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. As shown below, the Revised FY19 Preliminary Budget estimates total Member Agency contributions to equal \$150.6m, an increase of \$8.2m or 5.7% more than the FY18 Budget.

- Attachment E - Compares the actual net local subsidies from Member Agencies for years FY15, FY16, and FY17, the budgeted subsidies in the FY18 Adopted Budget and in the FY19 Preliminary Budget. It provides an analysis of the FY19 variance from the subsidies in the FY18 Adopted Budget. In response to Member Agency requests, this schedule reflects the FY19 preliminary member subsidy in whole dollars which are required to create Member Agency Board requests.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY19 Preliminary Budget as described:

Attachment A – **F Y19 Preliminary Operating Budget** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY18, and proposed for FY19. This attachment also shows variances in dollars and percentages.

Attachment B – **Historical Actual and Budgeted Operating Statements**. Actual Operating expense for FY15, FY16 & FY17, Adopted Operating Budget for FY18 and Preliminary Operating Budget for FY19, with a variance comparison between FY18 Adopted Budget and FY19 Preliminary Budget.

Attachment C – **FY19 Preliminary Operating Budget by Member Agency**.

Attachment D – **FY19 Preliminary Operating Budget by Line**.

Attachment E – **History of Actual and Budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18**.

Capital Budget

Carryforward from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. Projects authorized in prior years but “carried over” total \$24.1m for Rehabilitation and \$204.8m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY19 was identified as necessary investments to maintain a state-of-good repair. These projects total \$200.8m and are represented in detail (including a separate section for Special Projects) in Attachment H.

The total Rehabilitation Program by asset type includes:

• Structures upgrades	\$ 62.1m
• Track upgrades	52.8m
• Rolling Stock upgrades	42.2m
• Signal system improvements	20.2m
• Grade Crossings improvements	10.8m
• Fleet and Facility projects	6.8m
• Communications	3.0m
• Business Systems improvements	1.1m
• Non- Revenue Fleet Vehicles	1.0m
• Stations	0.6m
• TVD	0.2m

As a part of the FY18 budget transmission, a detailed list of projects were included for the two forward projected years. With the advent of the Metrolink Infrastructure Rehabilitation Plan (MRP), all forward looking estimates will be based on that document. Over a number of years, a significant backlog of deferred maintenance has accrued. Projections in the MRP include increased amounts in the first six years to fund that backlog. The summarized Rehabilitation projections provided for FY20 & FY21 are constructed based on the MRP.

New Capital

The New Capital authorization request for FY19 was identified as necessary for safe and efficient rail operations. These projects total \$24.5m and are represented in detail in Attachment I.

The summarized New Capital Project projections for FY20 & FY21 are based on actual projects but may be significantly impacted by the Southern California Optimized Rail Expansion (SCORE) and therefore subject to change.

Operating and Capital Budget Projections for FY20 and FY21

Upon approval by the Board, the FY19 Preliminary Budget, as proposed, will be transmitted to Member Agencies for consideration. FY20 and FY21 projected budgets are included in this report for informational purposes only. Operating Budget projections are in Attachments J and K, respectively.

FY20 and FY21 Projected Operating Budgets are based upon known contractual changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

May - June	Staff present at Member Agencies' Committee and Board meetings as requested
June 22	FY19 Proposed Budget to Board for Adoption

Budget Impact

Since this is not a request for adoption of an FY19 Budget, there is no budgetary impact as a result of this report.

Prepared by: Christine Wilson, Senior Manager, Budgets and Financial Analysis



Ronnie Campbell
 Chief Financial Officer

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Attachment A – FY 19 Preliminary Operating Budget

	FY 17-18 Budget	FY 18-19 Preliminary Budget	Variance FY18 vs FY19 Preliminary Budget	% Variance
Operating Revenue				
Farebox Revenue	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	85,159	85,636	477	0.6%
Dispatching	2,125	2,120	(5)	(0.2%)
Other Revenues	12	490	478	3979.2%
MOW Revenues	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	100,646	100,806	160	0.2%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	44,642	46,872	2,229	5.0%
Equipment Maintenance	36,691	38,133	1,442	3.9%
Fuel	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	100	260	160	160.0%
Operating Facilities Maintenance	1,652	1,684	33	2.0%
Other Operating Train Services	470	482	12	2.5%
Rolling Stock Lease	151	336	185	122.2%
Security - Sheriff	5,845	5,889	44	0.8%
Security - Guards	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	690	690	-	0.0%
Public Safety Program	277	389	113	40.7%
Passenger Relations	1,795	1,732	(63)	(3.5%)
Holiday Trains	-	-	-	N/A
TVM Maintenance/Revenue Collection	7,510	9,055	1,545	20.6%
Marketing	1,364	5,380	4,016	294.5%
Media & External Communications	443	458	15	3.5%
Utilities/Leases	3,289	3,473	183	5.6%
Transfers to Other Operators	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	2,177	2,400	223	10.2%
Station Maintenance	1,687	1,806	119	7.0%
Rail Agreements	5,366	5,400	33	0.6%
Subtotal Operations & Services	143,234	152,129	8,895	6.2%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	41,607	41,301	(306)	(0.7%)
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	7,374	7,635	261	3.5%
Indirect Administrative Expenses	15,870	17,096	1,226	7.7%
Ops Professional Services	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	40,289	41,093	804	2.0%
<u>Contingency (Non-Train Ops)</u>	252	204	(48)	(19.0%)
Total Operating Expenses	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)				
Liability/Property/Auto	12,475	11,418	(1,057)	(8.5%)
Claims / SI	4,000	4,000	-	0.0%
Claims Administration	1,187	1,211	24	2.0%
PLPD Revenue	-	-	-	N/A
Net Insurance Expense	17,663	16,629	(1,033)	(5.9%)
Total Expense	243,045	251,356	8,311	3.4%
Loss	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies				
Operations	124,736	133,920	9,184	7.4%
Insurance	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	142,399	150,550	8,151	5.7%

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4485 : SCRRA Preliminary Budget

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
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Attachment B – Historical Actual and Budgeted Operating Statements

(\$000's)	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY18-19 Prelim. Budget vs. FY17-18 Budget	
	Actual	Actual	Actual	Budget	Preliminary Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,134	83,652	82,883	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy		873	490	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	83,134	84,524	83,373	85,159	85,636	477	0.6%
Dispatching	2,493	2,120	2,016	2,125	2,120	(5)	(0.2%)
Other Revenues	372	429	762	12	490	478	3979.2%
MOW Revenues	13,207	12,434	12,384	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	99,207	99,507	98,535	100,646	100,806	160	0.2%
Operating Expenses							
Operations & Services							
Train Operations	40,569	41,887	41,616	44,642	46,872	2,229	5.0%
Equipment Maintenance	32,649	33,751	35,422	36,691	38,133	1,442	3.9%
Fuel	24,454	17,381	18,207	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	2	136	1	100	260	160	160.0%
Operating Facilities Maintenance	1,120	1,149	1,475	1,652	1,684	33	2.0%
Other Operating Train Services	293	239	449	470	482	12	2.5%
Rolling Stock Lease	105	638	230	151	336	185	122.2%
Security - Sheriff	5,136	4,912	5,511	5,845	5,889	44	0.8%
Security - Guards	1,591	1,685	1,283	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	81	-	520	690	690	-	0.0%
Public Safety Program	177	217	203	277	389	113	40.7%
Passenger Relations	1,639	1,748	1,868	1,795	1,732	(63)	(3.5%)
TVM Maintenance/Revenue Collection	5,984	6,554	7,934	7,510	9,055	1,545	20.6%
Marketing	949	1,137	716	1,364	5,380	4,016	294.5%
Media & External Communications	234	343	249	443	458	15	3.5%
Utilities/Leases	2,622	2,046	2,614	3,289	3,473	183	5.6%
Transfers to Other Operators	7,081	6,488	6,003	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	800	1,287	1,307	2,177	2,400	223	10.2%
Station Maintenance	1,121	1,418	1,196	1,687	1,806	119	7.0%
Rail Agreements	4,997	5,207	5,155	5,366	5,400	33	0.6%
Subtotal Operations & Services	131,602	128,223	131,960	143,234	152,129	8,895	6.2%
Maintenance-of-Way							
MoW - Line Segments	33,043	37,936	37,355	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,235	1,518	1,260	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	34,278	39,453	38,615	41,607	41,301	(306)	(0.7%)
Administration & Services							
Ops Salaries & Fringe Benefits	11,535	12,892	13,808	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	3,651	5,322	5,046	7,374	7,635	261	3.5%
Indirect Administrative Expenses	11,791	12,417	14,090	15,870	17,096	1,226	7.7%
Ops Professional Services	969	2,019	1,963	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	27,946	32,651	34,907	40,289	41,093	804	2.0%
Contingency (Non-Train Ops)	14	47	2	252	204	(48)	(19.0%)
Total Operating Expenses	193,839	200,374	205,484	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)							
Liability/Property/Auto	12,597	11,634	11,061	12,475	11,418	(1,057)	(8.5%)
Claims / SI	1,884	3,876	5,116	4,000	4,000	-	0.0%
Claims Administration	1,145	421	704	1,187	1,211	24	2.0%
PLPD Revenue	(1)	(22)	(1)	-	-	-	n/a
Net Insurance Expense	15,625	15,909	16,880	17,663	16,629	(1,033)	(5.9%)
Total Expense Before BNSF	209,464	216,283	222,364	243,045	251,356	8,311	3.4%
Loss Before BNSF	(110,257)	(116,776)	(123,829)	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies							
Operations	92,252	109,003	119,148	124,736	133,920	9,184	7.4%
Insurance	17,678	18,079	16,787	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	109,930	127,082	135,934	142,399	150,550	8,151	5.7%
Surplus / (Deficit) Before BNSF	(328)	10,306	12,106	-	-	-	n/a
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	-	10,397	5,669	-	-	-	n/a
Member BNSF Lease Subsidies	-	11,545	6,055	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	-	1,148	386	-	-	-	n/a
TOTAL EXPENSE	209,464	226,680	228,032	243,045	251,356	8,311	3.4%
Net Loss	(110,257)	(127,173)	(129,498)	(142,399)	(150,550)	(8,151)	5.7%
All Member Subsidies	109,930	138,627	141,989	142,399	150,550	8,151	5.7%
Surplus / (Deficit)	(328)	11,454	12,491	-	-	-	n/a

Numbers may not foot due to rounding.

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4485 : SCRRA Preliminary Budget

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
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Attachment C - FY19 Preliminary Operating Budget by Member Agency

(\$000s)	FY2018-19 PRELIMINARY BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	42,204	22,684	7,778	10,567	2,402	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,204	22,684	7,778	10,567	2,402	85,636
Dispatching	1,099	696	12	58	256	2,120
Other Revenues	237	108	56	62	27	490
MOW Revenues	7,377	2,523	660	1,526	475	12,561
Subtotal Operating Revenue	50,917	26,010	8,507	12,213	3,159	100,806
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	24,798	10,407	4,823	5,073	1,770	46,872
Equipment Maintenance	18,921	8,659	4,549	4,344	1,661	38,133
Fuel	9,606	4,677	1,860	1,997	605	18,744
Non-Scheduled Rolling Stock Repairs	136	61	26	29	8	260
Operating Facilities Maintenance	879	398	167	186	55	1,684
Other Operating Train Services	227	83	72	49	50	482
Rolling Stock Lease	159	66	37	48	24	336
Security - Sheriff	3,094	1,168	912	593	121	5,889
Security - Guards	1,155	422	367	250	256	2,450
Supplemental Additional Security	340	183	63	85	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	832	488	165	200	47	1,732
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,852	1,960	1,487	1,216	541	9,055
Marketing	2,636	1,442	527	615	159	5,380
Media & External Communications	216	79	69	47	48	458
Utilities/Leases	1,637	599	519	355	363	3,473
Transfers to Other Operators	3,642	1,466	491	689	208	6,496
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,114	254	111	246	81	1,806
Rail Agreements	1,910	1,547	1,231	359	353	5,400
Subtotal Operations & Services	76,102	35,542	17,534	16,422	6,528	152,129
<u>Maintenance-of-Way</u>						
MoW - Line Segments	21,177	8,371	3,061	5,695	2,406	40,711
MoW - Extraordinary Maintenance	346	76	57	64	47	591
Subtotal Maintenance-of-Way	21,524	8,447	3,118	5,759	2,453	41,301
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,497	2,387	2,055	1,410	1,433	13,782
Ops Non-Labor Expenses	3,866	1,685	841	861	382	7,635
Indirect Administrative Expenses	8,059	2,947	2,558	1,747	1,785	17,096
Ops Professional Services	1,216	445	386	264	269	2,579
Subtotal Admin & Services	19,638	7,464	5,840	4,282	3,870	41,093
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	117,360	51,489	26,522	26,484	12,872	234,727
Insurance Expense/(Revenue)						
Liability/Property/Auto	5,958	2,695	1,129	1,263	373	11,418
Claims / SI	2,087	944	396	443	131	4,000
Claims Administration	632	286	120	134	40	1,211
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	8,677	3,925	1,645	1,840	543	16,629
Total Expense	126,037	55,413	28,167	28,324	13,415	251,356
Loss	(75,120)	(29,403)	(19,660)	(16,111)	(10,256)	(150,550)
Member Subsidies						
Operations	66,443	25,478	18,015	14,271	9,713	133,920
Insurance	8,677	3,925	1,645	1,840	543	16,629
Total Member Subsidies	75,120	29,403	19,660	16,111	10,256	150,550

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4485 : SCRRA Preliminary Budget

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
 Transmittal Date: April 6, 2018 Meeting Date: April 13, 2018
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Attachment D - FY19 Preliminary Operating Budget by Line

(\$000s)	FY2018-19 PRELIMINARY BUDGET - LINE ALLOCATION								Total
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Dispatching	157	528	362	6	1,000	15	18	35	2,120
Other Revenues	108	63	86	48	75	10	61	36	490
MOW Revenues	3,303	1,492	3,928	269	1,467	248	1,136	718	12,561
Subtotal Operating Revenue	24,715	8,696	16,576	8,709	25,047	1,159	8,919	6,986	100,806
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	10,920	4,430	11,033	3,105	7,015	929	5,386	4,054	46,872
Equipment Maintenance	8,494	4,406	7,501	2,638	5,260	1,317	4,434	4,084	38,133
Fuel	4,035	1,565	4,228	1,283	3,131	612	2,383	1,507	18,744
Non-Scheduled Rolling Stock Repairs	61	27	54	17	39	8	31	23	260
Operating Facilities Maintenance	395	175	351	110	253	55	198	147	1,684
Other Operating Train Services	70	80	87	72	37	13	54	68	482
Rolling Stock Lease	74	51	53	46	57	-	45	10	336
Security - Sheriff	1,293	385	1,630	242	759	121	639	821	5,889
Security - Guards	355	406	444	368	190	67	275	344	2,450
Supplemental Additional Security	170	53	98	68	185	-	65	50	690
Public Safety Program	56	65	71	58	30	11	44	55	389
Passenger Relations	410	148	273	135	404	16	226	120	1,732
Holiday Trains	-	-	-	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	1,734	1,261	1,464	867	935	384	1,272	1,137	9,055
Marketing	1,269	501	795	464	1,256	53	634	408	5,380
Media & External Communications	66	76	83	69	36	13	51	64	458
Utilities/Leases	503	576	630	522	269	95	390	487	3,473
Transfers to Other Operators	1,387	568	1,428	645	1,739	-	195	534	6,496
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Train Maintenance	529	244	387	161	281	12	34	157	1,806
Rail Agreements	-	603	-	1,843	860	11	1,040	1,043	5,400
Subtotal Operations & Services	31,822	15,929	30,611	12,715	24,826	3,717	17,397	15,111	152,129
<u>Maintenance-of-Way</u>									
MoW - Line Segments	11,918	6,437	8,416	1,131	4,877	788	3,937	3,207	40,711
MoW - Extraordinary Maintenance	131	91	101	76	96	-	75	20	591
Subtotal Maintenance-of-Way	12,049	6,528	8,517	1,207	4,973	788	4,013	3,227	41,301
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,005	2,278	2,505	2,063	1,081	378	1,546	1,926	13,782
Ops Non-Labor Expenses	1,642	824	1,580	677	1,039	242	904	728	7,635
Indirect Administrative Expenses	2,477	2,836	3,100	2,570	1,327	470	1,918	2,399	17,096
Ops Professional Services	374	428	468	388	200	71	289	362	2,579
Subtotal Admin & Services	6,498	6,365	7,652	5,698	3,647	1,160	4,658	5,414	41,093
<u>Contingency (Non-Train Ops)</u>	30	34	37	31	16	6	23	29	204
Total Operating Expenses	50,398	28,856	46,816	19,651	33,462	5,671	26,091	23,781	234,727
Insurance Expense/(Revenue)									
Liability/Property/Auto	2,680	1,184	2,381	746	1,716	371	1,346	996	11,418
Claims / SI	939	415	834	261	601	130	471	349	4,000
Claims Administration	284	126	253	79	182	39	143	106	1,211
PLPD Revenue	-	-	-	-	-	-	-	-	-
Net Insurance Expense	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Expense	54,301	30,580	50,284	20,737	35,961	6,211	28,051	25,232	251,356
Loss	(29,586)	(21,883)	(33,708)	(12,028)	(10,914)	(5,053)	(19,131)	(18,247)	(150,550)
Member Subsidies									
Operations	25,683	20,160	30,240	10,942	8,415	4,512	17,172	16,796	133,920
Insurance	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Member Subsidies	29,586	21,883	33,708	12,028	10,914	5,053	19,131	18,247	150,550

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4485 : SCRRA Preliminary Budget

Attachment E – History of actual and budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY 15 ACTUAL	\$110,257,381	\$59,029,731	\$22,251,609	\$9,387,630	\$11,605,317	\$7,983,094
FY16 ACTUAL	\$127,172,992	\$66,468,865	\$24,974,739	\$13,799,263	\$13,057,846	\$8,872,279
FY17 ACTUAL	\$129,497,641	\$66,497,200	\$24,867,125	\$15,676,155	\$13,167,603	\$9,289,558
FY18 BUDGET	\$142,398,818	\$71,658,558	\$28,238,881	\$17,705,400	\$14,959,772	\$9,836,207
Estimated FY19 BUDGET	\$150,549,696	\$75,119,645	\$29,403,103	\$19,659,705	\$16,111,084	\$10,256,160

YEAR OVER YEAR CHANGE

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY15 vs FY16						
\$ Increase	\$16,915,611	\$7,439,134	\$2,723,130	\$4,411,633	\$1,452,529	\$889,185
% Increase	15.3%	12.6%	12.2%	47.0%	12.5%	11.1%
FY16 vs FY17						
\$ Increase	\$2,324,649	\$28,335	(\$107,614)	\$1,876,892	\$109,757	\$417,279
% Increase	1.8%	0.0%	-0.4%	13.6%	0.8%	4.7%
FY17 vs FY18						
\$ Increase	\$12,901,177	\$5,161,358	\$3,371,756	\$2,029,245	\$1,792,169	\$546,649
% Increase	10.0%	7.8%	13.6%	12.9%	13.6%	5.9%
FY18 vs FY19						
\$ Increase	\$8,150,878	\$3,461,087	\$1,164,222	\$1,954,305	\$1,151,312	\$419,953
% Increase	5.7%	4.8%	4.1%	11.0%	7.7%	4.3%

Analysis of 18 vs 19 variance:
 (millions')

Revenue	Increase in Farebox Revenue (Adv.)	\$ 2.8
	Trending Decrease in Revenue	\$ (0.9)
	Decrease -Sunday Service on Holidays	\$ (0.1)
	Decrease -a/v Fare Subsidy	\$ (1.3)
	Slight decrease in all other Revenues	\$ (0.3)
	<u>Revenue increase</u>	\$ 0.2
Expense	Fuel	\$ (0.9)
	Big Five Train Operations	\$ 2.9
	Car Maintenance	\$ 0.4
	TVM Maintenance	\$ 1.5
	Marketing	\$ 4.0
	Wabtec & PTC upgrades	\$ 0.4
	2% COLA/ 3% Merit & Class & Comp (Ops)	\$ 0.9
	Amtrak transfers	\$ 0.2
	Insurance	\$ (1.0)
	<u>Expense increase</u>	\$ 8.4
Change to Subsidy		<u>\$ 8.2</u>

REHABILITATION PROJECT BALANCES CARRIED INTO FISCAL YEAR 2019

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					UPRR / PTMISEA	OTHER	TOTAL CARRYO
				METRO	OCTA	RCTC	SBCTA	VCTC			
515105	Orange	Structures	Orange Subdivision Culvert & Bridge Rehabilitation (9 Structures)	-	19,315	-	-	-	-	-	19
515123	Valley	Structures	Valley Subdivision Bridge & Culvert Replacement - Design & Construction (4 structures)	11,780	-	-	-	-	-	-	11
515129	Ventura LA	Structures	Ventura Sub (LA Co) Bridge Repair-Design & Construction MP 461.65 Replacement Slab	332,000	-	-	-	-	-	-	332
515146	Systemwide	IT	Financial Planning & Forecasting Solution - Phase 2	19,048	7,928	4,430	5,747	2,874	-	-	40
516120	Ventura - VC	Structures	Ventura Sub (Ven Co) Bridge & Culvert Rehab	-	-	-	-	7,406	-	-	7
516410	San Gabriel	Track	San Gabriel Sub Track Rehab	-	-	-	70,832	-	-	-	70
516530	Orange/Olive	Signal	Orange/Olive Sub Signal Engineering	-	6,000	-	-	-	-	-	6
516611	Orange	Track	Orange Sub Rail Replacement	-	168,935	-	-	-	-	-	168
516620	Orange	Structures	Orange Sub ROW Grading/Ditching	-	64,809	-	-	-	-	-	64
516621	Orange	Structures	Orange Sub - San Juan Creek Bridge Design	-	120,000	-	-	-	-	-	120
516631	Orange	Signal	Orange Sub Signal Rehabilitation - GCP4000 (5 EA) and Gate Mechanisms (5 tot)	-	146,036	-	-	-	-	-	146
517030	Systemwide	Signal	Replace Signal Maintenance Vehicles	27,374	11,411	6,397	8,299	4,149	-	-	57
517040	Systemwide	Communication	Back Office & PTC Lab Upgrades	572,657	238,708	130,548	169,360	84,680	-	-	1,195
517050	Systemwide	Rolling Stock	Gen 1 HVAC Overhaul (20 Bombardier Coach Cars)	317,686	132,425	74,110	96,125	48,062	-	-	668
517051	Systemwide	Facilities	CMF Elevator Modernization	952	397	221	286	143	-	-	2
517052	Systemwide	Facilities	CMF Drainage Redirection	552,032	230,110	124,669	152,793	76,396	-	-	1,136
517053	Systemwide	Facilities	EMF Parking and Track Lighting	214,363	89,371	49,258	63,899	-	-	-	416
517054	Systemwide	Facilities	Stabilize Canopies and Platforms at LAUS	48,168	20,196	11,322	14,510	7,255	-	-	101
517055	Systemwide	Facilities	Rehabilitate Platform 5 and Canopy	182,203	75,950	42,578	55,236	27,618	-	121,132	504
517122	Ventura - VC	Structures	Culvert Rehab MP 436.56 Ventura Sub (Ven Co)	-	-	-	-	420,500	-	-	420
517130	Ventura - VC	Signal	Replace Back-Up Battery Banks & Worn Underground Cables	-	-	-	-	110,356	-	-	110
517140	Ventura - VC	Communication	Communications Rehab - Ventura (Ven Co)	-	-	-	-	41,161	-	-	41
517410	San Gabriel	Track	Rehab Ties, Turnout, Track Panels	125,613	-	-	58,140	-	-	-	183
517420	San Gabriel	Structures	Replace Culvert & ROW Grading/Ditching - San Gabriel Sub	79,050	-	-	52,700	-	-	-	131
517430	San Gabriel	Signal	Replace Signal and Grade Crossing Components - San Gabriel Sub	55,241	-	-	36,789	-	-	-	92
517431	San Gabriel	Signal	Signal Rehab - San Gabriel Sub	90,070	-	-	59,930	-	-	-	150
517610	Orange	Track	Upgrade 115 lb Rail with 136 lb Rail - Orange Subdivision	-	3,379,855	-	-	-	-	-	3,379
517620	Orange	Structures	Rehab Culvert / ROW Grading - Orange Sub	-	466,000	-	-	-	-	-	466
517640	Orange/Olive	Communication	Wayside Comm & CIS Rehab - Orange/Olive Sub	-	113,594	-	-	-	-	-	113
517710	River	Track	Tie Rehabilitation - River Sub (East Bank)	134,184	55,933	31,357	40,679	20,339	-	-	282
517711	River	Track	Replace Turnouts - River Subdivision	324,552	135,287	75,002	98,349	49,175	-	-	682
517712	River	Track	Track Rehab - River Sub (East Bank Zone 2)	220,333	91,844	51,482	66,786	33,394	1,078,971	-	1,542
517713	River	Track	Track Rehab - River Sub (East Bank Zone 3)	36,308	15,135	8,481	11,002	5,501	246,843	-	323
517730	River	Signal	Replace Batteries, Gate Mechanisms & Install Gate Savers - River	52,789	22,005	12,298	15,998	7,999	-	-	111
517731	River-East Bank	Signal	Rehab Power Switch Machines and Cables - River (East Bank)	29,795	12,420	6,960	9,029	4,514	138,909	-	201,627

Attachment: SCRRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					UPRR / PTMISEA	OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC			
517740	River-East Bank	Communication	Wayside Comm & CIS Rehab - River (East Bank)	8,248	3,427	1,927	2,500	1,250	38,358	-	55
517940	PVL	Communication	Wayside Comm & CIS Rehab - PVL	-	-	14,990	-	-	-	-	14
591702	Ventura - LA	Track	ROW Grading on Ventura Sub (LA Co)	52,299	-	-	-	-	-	-	52
591706	Systemwide	Facilities	3 Hy-Rail MOW Trucks, 2 Bridge & Building Trucks and 1 MOW Gang Truck	1,188	495	277	360	180	-	-	2
591707	Systemwide	Communication	Rehabilitate Systemwide Network Infrastructure	1,190	494	277	359	180	-	-	2
591709	Systemwide	Rolling Stock	Sentinel LED Lighting Replacement	154,945	64,273	36,025	46,736	23,368	-	-	325
591714	Orange	Communication	Laguna Niguel Station CIS Rehab	-	275,776	-	-	-	-	-	275
591801	Orange	Facilities	Marine Way Field Office Improvements	-	-	-	48,011	-	-	-	48
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	138	3,427	3
592110	Ventura - VC	Track	Track Rehab - Ventura Sub (Ven Co)	-	-	-	-	501,353	-	-	501
592120	Ventura - VC	Structures	Replace Bridge at MP 436.96 & 434.12, Culvert MP 436.46	-	-	-	-	1,025,000	-	-	1,025
592220	Ventura - LA	Structures	Replace Bridge at MP 458.71 - Ventura Sub (LA Co)	1,727,500	-	-	-	-	-	-	1,727
592320	Valley	Structures	Replace Bridge at MP 50.64 - Valley Sub	716,000	-	-	-	-	-	-	716
592321	Valley	Structures	Replace Bridge at MP 50.51 - Valley Sub	696,500	-	-	-	-	-	-	696
592322	Valley	Structures	Replace Bridge at MP 50.77 - Valley Sub	698,500	-	-	-	-	-	-	698
592323	Valley	Structures	Replace Bridge at MP 47.45 - Valley Sub	414,523	-	-	-	-	-	-	414
592324	Valley	Structures	Replace Bridge at MP 50.46 - Valley Sub	699,500	-	-	-	-	-	-	699
592420	San Gabriel	Structures	Rehab Bridge at MP 40.12 - San Gabriel Sub	768,132	-	-	511,356	-	-	-	1,279
592713	River	Track	Replace 3 Turnouts on the East Bank of the River Sub	3,025	1,262	882,334	200,000	458	14,157	-	1,101
TOTAL				9,367,746	5,969,389	1,564,944	1,895,812	2,503,313	1,517,377	1,231,952	24,050

NEW CAPITAL PROJECT BALANCES CARRIED INTO FISCAL YEAR 2019

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOV
				METRO	OCTA	RCTC	SBCTA	VCTC		
416001	Systemwide	Security	Maintenance Facilities Hardening	-	-	-	-	-	3,377,063	3,377,
417001	Systemwide	Security	Station Video Surveillance Systems	-	-	-	-	-	5,079,843	5,079,
417002	San Gabriel	Signal	Grade Crossing Improvement at Citrus Ave - Construction	2,750	-	-	2,250	-	-	5,
417003	San Gabriel	Signal	Grade Crossing Improvement at Ramona Blvd - Construction	3,068	-	-	2,965	-	-	6,
418001	Systemwide	Communications	Security Data Network Buildout	-	-	-	-	-	4,531,220	4,531,
418002	Orange	Facilities	Orange County Maintenance Facility PSR (Agreement# C-7-1797)	-	199,697	-	-	-	-	199,
450100	Systemwide	IT	PTC Interoperability - FRA Grant Scope	-	-	-	-	-	530,000	530,
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	3,950,000	3,950,
613001	Systemwide	Rolling Stock	EMD F-125 - Staff Oversight and Professional Services	-	-	-	-	-	1,320,000	1,320,
613003	Systemwide	Rolling Stock	EMD F-125 - System Support	-	-	-	-	-	3,225,000	3,225,
613005	Systemwide	Rolling Stock	EMD F-125 - Design/Construct Diesel Engine	-	-	-	-	-	50,422,950	50,422,
616002	Systemwide	Rolling Stock	EMD F-125 - Option Additional 17 Locomotives	500,000	-	-	24,396	12,198	86,225,406	86,762,
616003	Systemwide	Rolling Stock	EMD F-125 - Locomotives 38-39 (Non-Fed)	482,000	-	-	-	-	9,590,000	10,072,
616004	Systemwide	Rolling Stock	EMD F-125 - Locomotive 40	-	-	-	-	-	5,117,596	5,117,
618001	Systemwide	IT	Ticket Vending Devices	12,842,010	6,782,195	4,769,710	3,980,101	1,780,957	-	30,154,
TOTAL				13,829,828	6,981,891	4,769,710	4,009,711	1,793,155	173,369,078	204,753,

Attachment: SCRRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection



PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
1	0	LABRECHEP	1155	Rehab	River	140.80	Worn	High	Signals	Replace Worn Electric Switch Lock at 140.80 West Bank	Replace worn Electric Switch Lock. NOTE: Total Project = \$100,600 / Unfunded = \$47,785	A	47,785	47,785	-	-	-	-	
2	0	MAXEYD	1274	Rehab	All		Worn	High	Business Systems	Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SOGR/Rehab/TAM Program	Perform continuing State of Good Repair Engineering, Condition Assessments, Track Measurements, and Prioritization to support and populate the annual State of Good Repair (SOGR)/Rehabilitation and Transit Asset Management Programs. NOTE: Total Project = \$750,000 / Unfunded = \$356,250	A	356,250	356,250	-	-	-	-	
3	0	LABRECHEP	312	Rehab	River	All	Worn	High	Signals	Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines	Rehab M23A Power Switch machines at all key Control Points - \$50,000 / switch. Replace dual control power switch machine with in kind rebuilt machine. NOTE: Total Project = \$1,000,000 / Unfunded = \$475,000	A	475,000	475,000	-	-	-	-	
4	0	HARRINGTONG	1058	Rehab	All	N/A	Worn	High	Facilities	Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks. Jacks must be replaced in pairs. This request is for 2 jacks. NOTE: Total Project = \$279,620 / Unfunded = \$132,820	A	132,820	132,820	-	-	-	-	
5	0	HARRISW	247	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system. NOTE: Total Project = \$840,400 / Unfunded = \$399,190	A	399,190	399,190	-	-	-	-	
6	0	TRIPOLIR	1091	Rehab	All		Worn	High	Business Systems	Condition Based Maintenance Tools, PC and Analysis Software	Purchase all CBM test equipment to include but not limited to; Frequency analyzer, Ultrasound analyzer, Vibration accelerometers, Thermograph cameras, Oscilloscopes, Spectrographic oil analyzer. These tools will be utilized to test, measure and analyze locomotive and railcar functions with a comparative analysis of component performance over time. The results of the testing determine actual condition of components and systems that will determine maintenance actions. NOTE: Total Project = \$76,125 / Unfunded = \$36,159	A	36,159	36,159	-	-	-	-	
7	0	LABRECHEP	1167	Rehab	River	1.60	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Capital	Replace worn or defective signal system control units with new, reliable and efficient models. NOTE: Total Project = \$335,940 / Unfunded = \$159,572	A	159,572	159,572	-	-	-	-	
8	0	PETERSONJ	1223	Rehab	All	All	Worn	High	Signals	SCRRA Production Back office Systems Upgrades and Testing Support	This work is to support SCRRA replacement and upgrade of existing and implementation of minor new train control software versions, hardware modifications, testing against production systems both in the office and in the field. This replacement work rises to the level that it is not typically included in the annual Operating Budget and annual Vendor maintenance and service agreement and is not included in the recent programmed Federal Grant. Vendors will furnish software and then local and remote support technicians to test the software. Testing may include brake test trains, configuring simulators, upgrading test equipment and software for all segments including, TMDS, BOS, MDM, ITCM, ITCSM, Key Services, Interoperable testing and associated upgrades. NOTE: Total Project = \$597,500 / Unfunded = \$283,813	A	283,813	283,813	-	-	-	-	

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PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
9	0	AQUINOL	1099	Rehab	Valley, Ventura - LA County	Various	Worn	High	Track	Station Pedestrian Crossing Rehab	Replace pedestrian crossing panels at Downtown Burbank, Burbank Airport and Chatsworth Stations.	A	250,800	250,800	-	-	-	-	
10	0	HARRINGTONG	1055	Rehab	Valley	MP76.4-MP76.5	Marginal	High	Facilities	Replace Expand Lancaster Crew Base	Lease parcel and install new modular building and portable weather resistant communication shelter for train operations and mechanical crews.	A	950,000	950,000	-	-	-	-	
11	0	HARRINGTONG	485	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW VEHICLE REPLACEMENT	Replace heavy and light duty specialized rail maintenance vehicles. This includes 3 Track and Structures crew cab maintenance heavy duty by rail trucks @\$210,000 each; 2 bridge crew heavy duty hi rail trucks @ \$130,000 each; 3 hy-rail track inspection light duty trucks @ \$64,000 each and 2 existing Signal maintainer utility vehicles@\$40,000 each. Estimated amounts including staff time and contingency. NOTE: Total Project = \$1,163,100 / Unfunded = \$552,473	A	552,473	552,473	-	-	-	-	
12	0	LABRECHEP	1164	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Monte Vista Avenue, & Central Avenue. (2 crossings @ \$250K each FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.) NOTE: Total Project = \$548,600 / Unfunded = \$329,160	A	329,160	329,160	-	-	-	-	
13	0	HARRINGTONG	1039	Rehab	All	N/A	Worn	Low	Facilities	REPLACE PUBLIC ADDRESS SYSTEM	Replace existing non-functional public address system at CMF. The system is critical for work place safety especially during earthquake or other emergency. NOTE: Total Project = \$119,700 / Unfunded = \$56,858	A	56,858	56,858	-	-	-	-	
14	0	PETERSONJ	1222	Rehab	All	All	Worn	High	Signals	Back office Hardware & Software Replacement (DOC & MOC)	Hardware and software version upgrades, technology refreshes to any hardware or software for CAD, BOS, ITCM, MDM, WSRS, NMS, CIS, PTC, CM, backup systems, or other MOC / DOC PTC or other train traffic control data center support systems to keep current and in compliance with ITC and Federal requirements. NOTE: Total Project = \$1,130,000 / Unfunded = \$536,750	A	536,750	536,750	-	-	-	-	
15	0	HURSTJ	1247	Rehab	All	ALL	Worn	High	Rolling Stock	PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives.	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove automatic train stop (ATS) because it is creating warning system overload. Average estimated cost if \$10,000 per unit x 110 units. (This could be less by 40 units depending on the delivery of the F-125 Tier 4 program which includes new onboard equipment and software. However, ATS installed on F-125's must be removed). Multiyear recurring program. NOTE: Total Project = \$1,100,000 / Unfunded = \$522,500	A	522,500	522,500	-	-	-	-	
16	0	LABRECHEP	305	Rehab	Ventura - LA County	All	Worn	High	Grade Crossing	Grade Crossing Rehab 2 Locations per Year	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	531,800	531,800	-	-	-	-	
17	0	AZEVEDOA	1216	Rehab	Valley	3-67.5	Worn	High	Track	Valley Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	4,065,250	4,065,250	-	-	-	-	
18	0	AZEVEDOA	1217	Rehab	San Gabriel 60 / 40	1.08-56	Worn	High	Track	San Gabriel Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track. NOTE: Total Project = \$2,110,250 / Unfunded = \$1,266,150	A	1,266,150	1,266,150	-	-	-	-	
19	0	AZEVEDOA	1218	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	1,535,250	1,535,250	-	-	-	-	
20	0	LABRECHEP	1162	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Harold	Replace worn or defective signal system control units with new, reliable and efficient models.	A	335,940	335,940	-	-	-	-	

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21	0	PETERSONJ	1221	Rehab	All	All	Worn	High	Signals	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Software and Hardware Lab not included in the annual operating budget or the production software upgrades in Project 1221. The project will include lab testing of the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation. NOTE: Total Project = \$947,500 / Unfunded = \$450,063	A	450,063	450,063	-	-	-	-	
22	0	YANGJ	1276	Rehab	Valley	MP3.67-MP76.63	Worn	High	Structures	Valley Sub Struct	BRIDGES:MP 25.71; CULVERTS: MP 38.64, MP 32.92, MP 43.55, MP 66.86, MP 66.90, MP 28.58, MP 53.61, MP 46.24	A	3,638,713	3,638,713	-	-	-	-	
23	0	YANGJ	1285	Rehab	River	0-1.1	Worn	High	Track	LA Union Station Track Rehabilitation	Track rehabilitation of Leads, Turnouts, Ties for track heading into Union Station. Approximately 6,200 Ft of Rail (leads and station), and 6 Turnouts. NOTE: Total Project = \$1,882,000 / Unfunded = \$893,950	A	893,950	893,950	-	-	-	-	
24	0	YANGJ	1287	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Azusa, Irwindale, and North Garey Avenues. NOTE: Total Project = \$1,965,220 / Unfunded = \$1,179,132	A	1,179,132	1,179,132	-	-	-	-	
25	0	YANGJ	1288	Rehab	Valley	3.5 to 76.6	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Drayton Street, Aliso Canyon Road, Doran Street, and Arvilla Avenue.	A	1,048,700	1,048,700	-	-	-	-	
26	0	LABRECHEP	1160	Rehab	Ventura - LA County	All	Worn	High	Signals	Rehab Signal and Grade Crossing Cables - Ven Sub	Replace worn and defective signal and grade crossing cables.	A	513,480	513,480	-	-	-	-	
27	0	LABRECHEP	311	Rehab	River	All	Worn	High	Signals	Signal System Rehab - River Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location). NOTE: Total Project = \$1,017,030 / Unfunded = \$483,089	A	483,089	483,089	-	-	-	-	
28	0	HURSTJ	1237	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20	Marginal	High	Communications	Wayside Communication System Replacement Parts - River	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$47,500	A	47,500	47,500	-	-	-	-	
29	0	LABRECHEP	352	Rehab	Valley	All	Worn	High	Signals	Rehab Worn or Defective Cables - Valley Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems.	A	511,940	511,940	-	-	-	-	
30	0	HURSTJ	1235	Rehab	San Gabriel 60 / 40	1.08 - 33.7	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$60,000	A	60,000	60,000	-	-	-	-	

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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
31	0	HURSTJ	1233	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - SB County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 15 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$75,000 / Unfunded = \$45,000	A	45,000	45,000	-	-	-	-	
32	0	HURSTJ	1240	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	
33	0	LABRECHEP	308	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Benson Avenue and Euclid Avenue. (2 crossings @ \$250K each for FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K each). NOTE: Total Project = \$509,600 / Unfunded = \$305,760	A	305,760	305,760	-	-	-	-	
34	0	HURSTJ	1244	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	A	50,000	50,000	-	-	-	-	
35	0	LABRECHEP	310	Rehab	River	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 grade crossings - River Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Approximate cost per crossing = \$250K. NOTE: Total Project = \$531,800 / Unfunded = \$252,605	A	252,605	252,605	-	-	-	-	
36	0	HARRISW	178	Rehab	San Gabriel 60 / 40	33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County	Replace turnouts at CP Central, CP Locust, and CP Rancho with a new turnout. These replacements will include three #20, one #14, and one #10 turnouts. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$2,341,900 / Unfunded = \$917,940	A	917,940	917,940	-	-	-	-	
37	0	LABRECHEP	317	Rehab	San Gabriel 60 / 40	All	Worn	High	Signals	Rehab Worn or Defective Cables - SG Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems. NOTE: Total Project = \$511,940 / Unfunded = \$307,164	A	307,164	307,164	-	-	-	-	
38	0	LABRECHEP	1163	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold	Replace worn or defective track turnout panel and power switch machine.	A	505,560	505,560	-	-	-	-	
39	0	LABRECHEP	318	Rehab	Valley	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - Valley Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	557,480	557,480	-	-	-	-	
40	0	HARRISW	164	Rehab	Ventura - LA County	441.97 to 462.39	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Tampa Avenue, Roscoe Boulevard, Balboa Boulevard, Lindley Avenue, and De Soto Avenue.	A	2,296,800	2,296,800	-	-	-	-	
41	0	HARRISW	162	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County	Replace turnouts at CP Barranca and CP Irwin. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$1,000,324 / Unfunded = \$600,194	A	600,194	600,194	-	-	-	-	

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42	8	HURSTJ	1517	Rehab	Valley	03.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	
43	9	HURSTJ	1520	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	49,999	-	-	-	-	
44	10	HURSTJ	1519	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - Ventura County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	-	-	49,999	
45	11	HURSTJ	1460	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - Orange	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	74,855	-	74,855	-	-	-	
46	12	HURSTJ	1518	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Replacement Parts - River (According to the Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	100,000	35,522	14,807	8,301	10,769	5,384	25,;
47	13	HURSTJ	1516	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - PVL	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	49,999.0	-	-	
48	14	HURSTJ	1255	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - SB County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	
49	15	HURSTJ	1254	Rehab	San Gabriel 60 / 40	1.08 - 33.70	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	
50	16	HURSTJ	1245	Rehab	Ventura - LA County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	37,500	-	-	-	-	

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51	17	HURSTJ	1243	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - Ventura County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	-	-	-	-	37,500	
52	18	HURSTJ	1241	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Valley	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	75,000	-	-	-	-	
53	19	HURSTJ	1239	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - River (According to Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	26,641	11,105	6,226	8,077	4,038	18,500
54	20	HURSTJ	1227	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - PVL	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	-	-	75,000.0	-	-	
55	21	HURSTJ	1230	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Orange	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	125,000	-	125,000	-	-	-	
56	1	HARRINGTONG	1349	Rehab	River	N/A	Worn	Low	Facilities	LAUS WEST PORTAL TICKET BOOTH EXPANSION	Expand ticket booth to mirror adjacent Amtrak information booth. The existing ticket booth is too small for staff to safely and comfortably perform their duties.	A	605,000	287,375	119,790	67,155	87,120	43,560	
57	2	HOLMANS	1313	Rehab	All	N/A	Worn	High	Facilities	Phase 2 - Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks.	A	559,240	265,639	110,730	62,076	80,531	40,265	
58	3	HARRINGTONG	1060	Rehab	Ventura - VC County	N/A	Worn	Low	Facilities	Replace Moorpark Trailer (Crew Base)	Replace trailer and possibly connect to city sewer system.	A	1,666,500	-	-	-	-	1,666,500	
59	5	HARRINGTONG	1054	Rehab	All	N/A	Marginal	Low	Facilities	Renovate restrooms, partitions & gates at CMF and MOC	Replace tile, lighting, RR fixtures, and partitions at CMF and MOC, Replace corroding fence, gates, and automatic gate mechanisms at MOC	A	910,800	432,630	180,338	101,099	131,155	65,578	
60	6	LABRECHEP	300	Rehab	All	All	N/A	N/A	Facilities	Purchase Hy-Rail Bucket Truck	Purchase one Hy-Rail bucket to allow for maintenance of any signal, communications or SCRRA infrastructure system.	A	197,890	93,998	39,182	21,966	28,496	14,248	
61	7	HARRINGTONG	1347	Rehab	River Sub - East Bank	N/A	N/A	N/A	Facilities	CMF Drainage Re-direction Phase II	Change site conditions (deteriorated condition) of existing Industrial Oil Water Separator. Project is needed to comply with NPDES Storm Water permit.	A	800,000	380,000	158,400	88,800	115,200	57,600	
62	00	LABRECHEP	357	Rehab	Ventura - VC County	434.31; 433.27; 430.83; 429.51	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.); Locations (1) Erringer Rd 434.31; (2) 1st Street 433.27; (3) Quimisa Dr 430.83; (4) E. Los Angeles Ave 429.51; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	A	1,018,320	-	-	-	-	1,018,320	
63	2	LABRECHEP	335	Rehab	Orange	165.4 - 207.4	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Locations: (1) Ball Road MP 169.12; (2) Santa Clara Ave MP 174.16; (3) Rancho Capistarno MP 194.3; (4) Avenida Aeropuerto MP 198.75	A	1,030,320	-	1,030,320	-	-	-	
64	3	SAKODAK	1305	Rehab	San Gabriel 60 / 40	47.1	Worn	High	Grade Crossing	Rehabilitation of Beech Ave crossing on the San Gabriel Subdivision	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossing will be replaced at Beech Avenue.	A	462,000	277,200	-	-	184,800	-	
65	1	CHAKLADARA	133	Rehab	All	N/A	Worn	High	Information Technology	Switch Rehab Project	Replace critical aging, end-of-life switch equipment for SCRRA's business network.	A	249,700	118,608	49,441	27,717	35,957	17,978	

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Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
66	1	HARRINGTONG	1798	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	Vehicle Replacements (Trucks & Hi-Rail Truck)	Replace MOW vehicles that have outlived useful life (includes 2 trucks for Mass Electric Signal Maintenance; 1 truck for T&S Maintenance; 1 hi-rail truck for MOW Mechanic).	A	458,975	218,013	90,877	50,946	66,092	33,046	
67	1	HWONGD	1348	Rehab	All	N/A	Worn	High	Other	TVM End of Life components	The Ticket Vending Machines (TVM) have surpassed their standard lifespan. Conduent, our maintenance vendor has reviewed the Bill of materials for all existing TVMs and have identified (4) items that are at their end of life and needs replacement: BNA, Note boxes, ADA Panels and Displays. The purpose of this proposal is to procure the (4) items mentioned to maintain system performance.	A	200,000	95,000	39,600	22,200	28,800	14,400	
68	1	DUNGOK	999/424	Rehab	San Gabriel - SB County	51.00 - 53.00	Worn	Low	Right of Way	San Gabriel SB Sub ROW Maint	ROW grading/ditching, correcting drainage issues near Meridian Avenue.	A	44,490	26,694	-	-	17,796	-	
69	2	DUNGOK	422	Rehab	Orange	0 to 5 Olive & 178.00 to 179.00	Worn	Low	Right of Way	Orange/Olive Sub ROW Maint	Orange/Olive SUB ROW grading/ditching): Olive SUB between MP 0 and MP 5; Orange SUB between MP 178 and MP 179	A	209,750	-	209,750	-	-	-	
70	3a	DUNGOK	998/418	Rehab	Valley	47.3-47.4; 49.5-52.0; 57.97-58.30; 67.50-67.92	Worn	Low	Right of Way	Valley Sub Row Maint	ROW grading/ditching MP47.3 to MP47.4 0.1 mi South Side LA County Main Track Slide Fence Area MP49.5 to MP52.0 2.5 mi South Side LA County Main Track 4 Locations between Mp 50-52.0 MP57.97 to MP58.30 0.3 mi South Side LA County Main Track Alsio Canyon Road going west MP67.50 to MP67.92 0.4 mi South Side LA County Main Track Cp Harold to Ave R South side only	A	223,850	223,850	-	-	-	-	
71	3b	DUNGOK	998/420	Rehab	Ventura - LA County	442.80-442.90; 443.07-443.17; 443.80-443.90; 444.0-444.10	Worn	Low	Right of Way	Ventura (LA) Sub ROW Maint	ROW grading/ditching MP442.80 to MP442.9 0.1 mi North/South LA County Main Track Outside Tunnel 27 going west on North/South sides MP443.07 to MP443.17 0.1 mi North/South LA County Main Track Outside Tunnel 27 going east on North/South sides MP443.80 to MP443.9 0.1 mi North/South LA County Main Track Outside Tunnel 28 going west on North/South sides MP444.00 to MP444.1 0.1 mi North/South LA County Main Track Outside Tunnel 28 going east on North/South sides	A	223,850	223,850	-	-	-	-	
72	1	TRIPOLIR	1061	Rehab	All	All	Worn	Low	Rolling Stock	Locomotive and Cab Car Camera & DVR replacements	Replace the DVR'S and cameras on 15 locomotives and 57 cab cars with new model	A	1,099,875	522,441	217,775	122,086	158,382	79,191	
73	2	KAKARIST	1344	Rehab	All	ALL	Adequate	High	Rolling Stock	Overhaul side door motors in 50 Rotem passenger rail cars	Every passenger rail car in the fleet has four (4) side doors and each side door has two (2) panels with one door motor per each panel (8 door motors per rail car). The door motor has to be overhauled to function properly when rail car is in passenger service. Malfunction of door motors create train delays due to doors not opening or closing when requested by conductor. There are 137 Rotem passenger rail cars in the Metrolink fleet. Request will be made until all 137 are complete.	A	577,500	274,313	114,345	64,103	83,160	41,580	
74	5	KAKARIST	1343	Rehab	All	ALL	Adequate	Low	Rolling Stock	HVAC Overhaul in forty (40) Rotem railcars	Complete overhaul the HVAC units (2 per rail car) in forty (40) Rotem railcars. Per OEM vendor the HVAC units must be overhauled every 6 years.	A	1,112,100	528,248	220,196	123,443	160,142	80,071	
75	6	KAKARIST	1342	Rehab	All	ALL	Adequate	Low	Rolling Stock	Replace rubber window gaskets in fifty (50) Rotem passenger railcars	The rubber window gaskets with time became hard and brittle. With this project a vendor will be selected to replace all rubber window gaskets in emergency and non-emergency windows in 50 Rotem passenger rail cars.	A	665,500	316,113	131,769	73,871	95,832	47,916	
76	00	LABRECHEP	1399	Rehab	San Gabriel - LA County	15.13	Worn	High	Signals	Temple Ave 15.13 - Grade Crossing Warning Equipment Rehab - SG Sub	Temple Ave MP 15.13 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	

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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR	
77	00	LABRECHEP	1411	Rehab	River Sub - West Bank	0.70	Worn	High	Signals	CP Mission MP 0.7 - Rehab Control Point Remote Control Protocol to ATCS Standards	Replace existing Bi-Polar type Control Point remote control system at CP Mission, MP 0.7, River Subdivision.	A	87,560	41,591	17,337	9,719	12,609	6,304		
78	00	LABRECHEP	1414	Rehab	River	0.70	Worn	High	Signals	CP Dayton MP 0.7 - Signal System Rehab and Reliability	Replace existing signal relay logic system with new logic controllers that will provide system reliability and operation efficiency by eliminating a single point of failure. Replace old, worn and damaged signal cables. Replace Dual Control power switch machines.	A	1,807,800	858,705	357,944	200,666	260,323	130,162		
79	00	LABRECHEP	1421	Rehab	Valley	28.00	Worn	High	Signals	CP Portal MP 28.00 - Replace Equipment Shelter and Logic Controller	CP Portal MP 28.0, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	A	668,910	668,910	-	-	-	-		
80	00	LABRECHEP	1426	Rehab	Valley	76.64	Worn	High	Signals	Intermediate Signal 761 - MP 76.64 Valley Subdivision - Install Electrical Power Supply	Intermediate Signal 761 MP 76.64, Valley Subdivision - Replace existing temporary electrical power supply with new solar panel power supply.	A	144,980	144,980	-	-	-	-		
81	00	LABRECHEP	1428	Rehab	Ventura - LA County	458.06	Worn	High	Signals	Intermediate Signals 4581-4584 MP 458.06 - Replace Signal Equipment	Intermediate Signal 4581-4584 MP 458.06, Ventura Subdivision - Replace existing equipment shelter, signal logic controller, back up battery system and supporting equipment with new, modern and reliable components.	A	358,710	358,710	-	-	-	-		
82	00	LABRECHEP	1440	Rehab	Orange	166.20	Worn	High	Signals	Orangethorpe Ave 166.20 - Orange Sub - Replace Defective Grade Crossing Cables	Orangethorpe Ave MP 166.20 - Replace underground grade crossing cable for control of grade crossing.	A	265,320	-	265,320	-	-	-		
83	1	LABRECHEP	1166	Rehab	River	ALL	Worn	High	Signals	Rehab Worn and/or Defective Battery Cells - River Sub	Replace worn and defective signal and grade crossing battery cells	A	64,240	30,514	12,720	7,131	9,251	4,625		
84	2	LABRECHEP	1154	Rehab	River Sub - East Bank	481.68	Worn	High	Signals	Replace AC Meter Service @ N. Main Street - East Bank Zone 1	Replace worn AC Electrical Meter Service which feed power to the grade crossing	A	130,600	2,742	1,143	641	831	416	124,600	
85	3	LABRECHEP	1175	Rehab	Orange	196.1 - 207.4	Worn	High	Signals	C&S Corrosion Mitigation	Rehabilitate signal and/or grade crossing equipment due to the ongoing extremely damaging effects of salt air. This condition not only affects the physical condition of these systems, but also the operating characteristic. If left unattended, may cause an unsafe condition for the public, or passengers and train operations. Requests each year is relatively small, just to replace signals, gate mechanisms, gate arms, bells, etc. These are signal and grade crossing warning equipment that is directly exposed to salt air. Requests for 2021 may be significantly higher due to the need to replace signal and grade crossing enclosures and electronic equipment in the area. Locations: (1) Intermediate Signal Mast and Heads 2011-2; (2) Intermediate Signal Mast and Heads 2031-2; (3) Intermediate Signal Mast and Heads 2061-2	A	216,615	-	216,615	-	-	-	-	
86	4	LABRECHEP	1401	Rehab	San Gabriel - LA County	16.43	Worn	High	Signals	Amar Rd 16.43 - Grade Crossing Warning Equipment Rehab - SG Sub	Amar Rd MP 16.43 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-		
87	1	AQUINOL	1109	Rehab	All	Various	Worn	High	Stations	Miscellaneous annual repair and replacement of operating envelope station signage, pedestrian crossing repair, fence repair and striping, and detectable warning tile	Replace damaged and worn out detectable warning panels and painted pavement markings placed at station platform edges throughout the Metrolink system to comply with Americans with Disabilities Act (ADA) requirements, ensure passenger safety at station platforms and to conform with the current SCRRA Engineering Standards. Replace damaged passenger information signage and displays at stations throughout the Metrolink system.	A	600,000	272,700	130,920	54,540	87,300	54,540		
88	4	LUNE	237	Rehab	All	480.82	N/A	N/A	Structures	Arroyo Seco (480.82) Bridge Replacement (DESIGN ONLY)	Design Only. This bridge is a 240 ft. span through plate girder bridge built in 1930 and is 84 years old. Rebar are exposed and corroded on the bridge deck. The soffit of the superstructure and deck needs to be repaired. Performing Engineering and Design including Environmental Contract Packaging. The Design phase being requested is \$1,250,000. The Construction phase, currently estimated at \$9,212,125 will be requested in a future fiscal year.	A	1,250,000	593,750	247,500	138,750	180,000	90,000		

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89	00	AZEVEDOA	1536	Rehab	River	N/A	Worn	High	Track, Signals	LA Union Station Track and Signal Rehabilitation	Rehabilitate LA Union Station leads, switch points, frogs, and signal and communication systems. Install ballast, new insulated joints, frogs, stock rails, OTM, signal wires, signal and communication conduits. Rehabilitation existing signals, signal houses, switch machines, and communication lines to increase the reliability of the union station leads and prevent impacts to our customers. Rehabilitate CP Mission, including the signal bridge, relays, power switch machines, rod packages, and power crossovers. This is the first year of a multi-year program.	A	5,025,000	2,386,875	994,950	557,775	723,600	361,800	
90	4	AZEVEDOA	1389	Rehab	All	Various	Worn	High	Track	System Wide Track Asset Condition Assessments	This task will perform data collection and asset condition assessments for Crossties (Machine Vision Tie inspection), and ballast (ground penetrating radar and mobile lidar ballast scanning) systemwide.	A	724,900	344,328	143,530	80,464	104,386	52,193	
											Total Amount of Tier A:		\$ 53,261,857	\$ 38,598,898	\$ 5,326,259	\$ 2,014,671	\$ 3,135,856	\$ 4,017,215	\$ 168,515
91	0	TRIPOLIR	1041	Rehab	All		Marginal	High	Business Systems	Trapeze Maintenance Management System Software Upgrade	Baseline Services: (\$690K) - Business Process Workflow Optimization - System Configuration - Detailed labor capture, Out-of-Use Credit, Report Scheduler, etc. - Data Loader Training - Enterprise Purchasing Migration - Testing Services - Training - Go Live Support Optional Services: - Data Load Assistance (\$48K) - Interfaces (Fuel / Intelli-Train) (\$65K) - Report Development (\$30K) - State of Good Repair (100k) NOTE: Total Project = \$992,775 / Unfunded = \$471,568	B	471,568	471,568	-	-	-	-	
92	0	YANGJ	1278	Rehab	Ventura - LA County	MP461.65	Worn	Low	Structures	Ventura Sub (LA CO) Struct	BRIDGES: MP 461.65	B	450,360	450,360	-	-	-	-	
93	0	YANGJ	1283	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Tie Rehabilitation	Rehabilitation of 7,500 Ties using a production tie gang on the Ventura Subdivision.	B	3,010,440	3,010,440	-	-	-	-	
94	0	LABRECHEP	1161	Rehab	Valley	76.64	Worn	High	Signals	Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub	Replace temporary AC electrical power supply to signal 761 with a permanent and sustainable solar power supply.	B	307,560	307,560	-	-	-	-	
95	2	HURSTJ	1459	Rehab	San Gabriel 60 / 40	1.08 - 56.52	Marginal	Low	Communications	Rehab Update CIS at Stations - San Gabriel Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	90,000	-	-	60,000	-	
96	3	HURSTJ	1457	Rehab	Ventura - VC County	462.39; 404.47	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	
97	4	HURSTJ	1456	Rehab	Valley	03.67 - 76.63	Marginal	Low	Communications	Rehab Update CIS at Stations - Valley	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	
98	5	HURSTJ	1253	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - LA County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	
99	6	HURSTJ	1250	Rehab	Orange	165.55 - 207.40	Marginal	Low	Communications	Rehab Update CIS at Stations - Orange	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	150,000	-	-	-	
100	7	HURSTJ	1249	Rehab	Ventura - VC County	402.81-404.47; 403.14-403.50; 426.40-442.0	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - Ventura County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	
101	4	HARRINGTONG	1064	Rehab	SB Shortway	N/A	Worn	Low	Facilities	Purchase electric train car mover for EMF	Purchase car mover to move equipment without running locomotives.	B	889,240	455,157	189,728	106,362	137,983	-	

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102	1	LABRECHEP	292	Rehab	Ventura - VC County	437.31; 436.83; 436.08; 435.32	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.). Locations: (1) Tapo St. MP 437.31; (2) Tapo Canyon Rd MP 436.83; (3) Sequoia Ave MP 436.08; (4) Sycamore Dr MP 435.32; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	B	1,028,160	-	-	-	-	1,028,160	
103	3	KAKARIST	1346	Rehab	All	ALL	Marginal	High	Rolling Stock	Rotem passenger rail cars Push Back Coupler Overhaul	There are two (2) Push Back Couplers in every Rotem passenger rail car and there are 137 Rotem passenger cars in the Metrolink fleet. Per OEM instructions the Push Back Couplers have to be overhauled every 6 years. The Push Back Couplers are an important component for the CEM function of the Rotem rail cars.	B	3,487,000	1,656,325	690,426	387,057	502,128	251,064	
104	00	LABRECHEP	349	Rehab	River	0.7	Worn	High	Signals	Signal System Rehab - 50% West Bank, 50% East Bank Zone 2	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = approx. \$250,000 / location).	B	1,006,320	313,330	130,609	73,220	94,989	47,494	346,600
105	00	LABRECHEP	1405	Rehab	San Gabriel - SB County	35.73	Worn	High	Signals	Mountain Ave 35.73 - Grade Crossing Warning Equipment Rehab - SG Sub	Mountain Ave MP 35.73 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	
106	00	LABRECHEP	1407	Rehab	San Gabriel - SB County	36.81	Worn	High	Signals	Euclid Ave 36.81 - Grade Crossing Warning Equipment Rehab - SG Sub	Euclid Ave MP 36.81 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	
107	00	LABRECHEP	1408	Rehab	SB Shortway	0.66	Worn	High	Signals	Rialto Ave 0.66 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Rialto Ave MP 0.66 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	
108	00	LABRECHEP	1409	Rehab	SB Shortway	0.97	Worn	High	Signals	Walnut St 0.97 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Walnut St MP 0.97 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	
109	00	LABRECHEP	1417	Rehab	Valley	34.96	Worn	High	Signals	Golden Oak Rd 34.96 - Grade Crossing Warning Equipment Rehab - Valley Sub	Golden Oak Rd MP 34.96 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
110	00	LABRECHEP	1418	Rehab	Valley	32.35	Worn	High	Signals	Drayton St 32.35 - Grade Crossing Warning Equipment Rehab - Valley Sub	Drayton St MP 32.35 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
111	00	LABRECHEP	1419	Rehab	Valley	30.39	Worn	High	Signals	13th St 30.39 - Grade Crossing Warning Equipment Rehab - Valley Sub	13th St MP 30.39 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
112	00	LABRECHEP	1422	Rehab	Valley	30.20	Worn	High	Signals	CP Hood MP 30.20 - Replace Equipment Shelter and Logic Controller	CP Hood MP 30.2, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	B	668,910	668,910	-	-	-	-	
113	00	LABRECHEP	1423	Rehab	Valley	42.0	Worn	High	Signals	CP Humphreys MP 42.0 - Replace Signal Logic Controller and supporting Equipment	CP Humphreys MP 42.0, Valley Subdivision - Replace existing signal logic controller, local control panel, backup battery system and supporting equipment with new, modern and reliable controller.	B	327,910	327,910	-	-	-	-	
114	00	LABRECHEP	1429	Rehab	Ventura - LA County	451.78	Worn	High	Signals	Balboa Ave 451.78 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Balboa Ave MP 451.78 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	

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Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
115	00	LABRECHEP	1435	Rehab	Ventura - LA County	450.33	Worn	High	Signals	Lindley Ave 450.33 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Lindley Ave MP 450.33 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
116	00	LABRECHEP	1436	Rehab	Ventura - LA County	448.79	Worn	High	Signals	Tampa Ave 448.79 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Tampa Ave MP 448.79 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
117	00	LABRECHEP	1437	Rehab	Ventura - LA County	446.73	Worn	High	Signals	DeSoto Ave 446.73 - Grade Crossing Warning Equipment Rehab - Ventura Sub	DeSoto Ave MP 446.73 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
118	00	LABRECHEP	1438	Rehab	Ventura - LA County	447.76	Worn	High	Signals	Winnetka Ave 447.76 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Winnetka Ave MP 447.76 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
119	00	LUNE	221	Rehab	Ventura - VC County	427.70	n/a	n/a	Structures	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	Bridge 427.70 has experienced significant scour at the right (Railroad East, Geographic West) abutment. During 2011 flooding, a sink hole was identified behind the abutment where ballast was washed away. This project will provide scour protection to the bridge. Replace Bridge Ties, Approach Ties (100 feet), Fastening (Pandrol E Clips) and Ballast on all 4 Simi Bridges including 427.70, 428.15, 428.83, 429.26 @\$100,000 each.	B	1,519,955	-	-	-	-	1,519,955	
120	1	QUINNT	1384	Rehab	San Gabriel - LA County	29.096	Worn	High	Structures	San Gabriel (LA) SUB Bridge Replacement - Design & Construction	At MP 29.096 replacement of 14 ft. span (10'x4.5') reinforced concrete box / rail top bridge.	B	774,000	464,400	-	-	309,600	-	
121	2	QUINNT	1381	Rehab	Orange	200.2	Worn	High	Structures	Orange SUB Bridge Replacement - Design only	At MP 200.2 replace 81.50' span steel thru girder (ballast deck) bridge. (DESIGN ONLY)	B	999,900	-	999,900	-	-	-	
122	00	AZEVEDOA	1212	Rehab	Valley	26.50	Worn	High	Track	Tunnel 25 Track Renovation	Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps)	B	10,792,750	10,792,750	-	-	-	-	
123	00	AZEVEDOA	1496	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	B	996,600	473,385	197,327	110,623	143,510	71,755	
124	1	QUINNT	1388	Rehab	River	0.68 to 3.7	Worn	High	Track	River Subdivision Track Rehabilitation	Replacement due to degradation: 13,357 ft. of rail and 2 turnouts. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail. Locations: (1) River SUB (non-East Bank) worn rail sections only within MP 0.68 to MP 3.7; (2) River West Bank MP worn rail sections only within 143.0 to MP 143.4; (3) 2 Turnouts at CP Chavez	B	2,829,000	1,343,775	560,142	314,019	407,376	203,688	

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125	2	QUINNT	1386	Rehab	San Gabriel 60 / 40	Various	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	Replacement due to degradation: 13,000 ft. of rail, 4 crossings, 2 turnouts, and 20,000 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	5,163,500	3,098,100	-	-	2,065,400	-	
126	3	QUINNT	1387	Rehab	Orange and Olive	Various	Worn	High	Track	Orange / Olive Subdivision Track Rehabilitation	Replacement due to degradation: 4,000 ft. of rail, 9,000 ties, 1 crossing, and 35,700 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail (see sample attached).	B	5,221,000	-	5,221,000	-	-	-	
127	5	AZEVEDOA	1394	Rehab	All	N/A	Worn	High	Track	Enterprise Asset Management Migration - Systemwide	This task will advertise and award an enterprise asset management tool so that all of Metrolink infrastructure assets, conditions, work order assignments, progress tracking, and inspections, for both linear assets (track) and singular assets (crossings, structures, turnouts, etc.). This task will include a selection of a vendor from the two vendors we have existing asset condition databases with currently.	B	1,177,000	559,075	233,046	130,647	169,488	84,744	
128	6	AZEVEDOA	1379	Rehab	Ventura - LA County	Various	Worn	High	Track	Ventura (LA County) Track Rehabilitation	Track Rehabilitation includes 6500 ft. of worn rail replacement, 3 crossing replacements, 2 turnout replacements, and 18000 ft. of undercutting and ballast cleaning. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	3,747,000	3,747,000	-	-	-	-	
											Total Amount of Tier B:		\$ 52,516,893	\$ 34,312,352	\$ 8,604,340	\$ 1,252,078	\$ 4,494,566	\$ 3,506,860	\$ 346,600
129	0	LABRECHEP	319	Rehab	Valley	All	Worn	High	Signals	Signal System Rehab - Rehab Logic Controllers and Supporting Equipment - Valley Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location).	C	1,131,460	1,131,460	-	-	-	-	
130	1	PETERSONJ	272	Rehab	All	All	Worn	High	Communications	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Lab. The project will include upgrading the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation.	C	847,500	402,563	167,805	94,073	122,040	61,020	
131	3	QUINNT	1378	Rehab	Valley	Varies	Worn	High	Structures	Valley SUB Bridge Replacement Design & Construction	At MP 8.12 replace 95' span deck plate girder ballast deck bridge. At MP 47.83 replace 13' span I-beam ballast deck bridge. At MP 44.94 replace 173' (2 spans @ 86.5') steel thru girder open deck bridge. At MP 19.42 replace 6' span rail top bridge. At MP 28.49 replace 8' railtop bridge deck and 10' concrete slab bridge.	C	15,299,760	15,299,760	-	-	-	-	
132	00	QUINNT	1696	Rehab	Pasadena	n/a	Worn	Low	Track, Grade Crossing, Structures	Pasadena Subdivision Rehab	Replacement may include rail, ties, grade crossings, bridges, and/or culverts. Rehab work is needed to extend asset life since the Foothill Gold Line Extension relocation and rebuild is going to be several years away.	C	750,000	750,000	-	-	-	-	
											Total Amount of Tier C:		\$ 18,028,720	\$ 17,583,783	\$ 167,805	\$ 94,073	\$ 122,040	\$ 61,020	\$
133	SP	YANGJ	503	Rehab	METRO ONLY		N/A	N/A	Equipment	Refurbish 10 passenger cars for expanded service	Refurbish 10 passenger cars for expanded service. Cost is \$1.45M per unit for mid-life overhaul. Service for 2 round trips from LA to Chatsworth and 2 round trips from LA to Lancaster. Rail cars to be refurbished: 2 Second Generation Bombardier Coaches 6 First Generation Bombardier Cab Cars 2 Second Generation Bombardier Cab Cars	SP	14,500,000	14,500,000	-	-	-	-	
134	SP	BENINGH	1203	Rehab	Orange	197.9	N/A	N/A	Structures	Orange Sub Struct - San Juan Creek Bridge	BRIDGES: MP 197.9 Construction of replacement for 300-ft span thru-plate girder bridge (San Juan Creek Bridge-MP 197.9).	SP	38,261,522	-	38,261,522	-	-	-	

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135	SP	AZEVEDOA	1209	Rehab	San Jacinto (PVL)	64.5	Worn	Low	Track	Perris Valley Subdivision Rail Rehab Program	Upgrade aged and work rail from 1977 to new 136 lb Head-Hardened Rail between the limits of 69.81-71.09 and 71.24-71.66 (8,976 Track ft, 17,952 ft of Rail). Upgrade Cut Spike fastening to resilient (pandrol clip) fastening (8,976 Track Ft). Replace approximately 50% of wood Ties (about 2800).	SP	3,256,250	-	-	3,256,250	-	-	-
136	SP	LABRECHEP	1425	Rehab	Valley	14.14	Worn	High	Signals	Arvilla St 14.14 - Grade Crossing Warning Equipment Rehab - Valley Sub	Arvilla St MP 14.14 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables. NOTE: Project 1288 funding is in the Rehab FY18 Backlog	SP	571,560	571,560	-	-	-	-	-
137	SP	LUNE	1818	Rehab	San Jacinto (PVL)	68.0	Worn	Low	Track	Box Springs Area Drainage Assessment	Perform hydrology and hydraulics study for Box Springs Area to determine drainage solutions to capture and convey flows away from railroad tracks.	SP	199,638	-	-	199,638	-	-	-
138	SP	KAKARIST	1120	Rehab	All	ALL	Marginal	High	Rolling Stock	Bombardier (Sentinel) passenger rail cars Midlife Overhaul	The current fleet of 121 Bombardier passenger rail cars includes three generations of rail cars with delivery dates of 1992, 1997 and 2002. The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components and will extend the useful life of the rail cars. The midlife overhaul as recommended by the OEM manufacturer is about 15 years after the cars initial in service date. The Metrolink Bombardier car fleet has not gone through a midlife overhaul yet. About fourteen (14) first generation Bombardier coach cars will be overhauled. The Overhaul Specification and also a breakdown on the costs per each system is the same as is shown on the previous year 2018.	SP	20,250,000	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	
Total Amount of Special Projects:													\$ 77,038,970	\$ 24,690,310	\$42,271,022	\$ 5,703,638	\$ 2,916,000	\$ 1,458,000	\$
Final Requested:													\$ 200,846,440	\$115,185,342	\$56,369,426	\$ 9,064,459	\$10,668,461	\$ 9,043,095	\$ 515,4

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NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 01.10.18

CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
CHAKLADARA	1119	Capital	All	N/A	N/A	N/A	Business Systems	Laptop and Server Upgrade	Replace old laptops and servers to support Windows 10 rollout. NOTE: Total project = \$208,000 / Unfunded = \$98,800	98,800	98,800	-	-	-	-
LUNE	219	Capital	All	3.35	N/A	N/A	Track	Central Maintenance Facility West Entrance	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. NOTE: Total Project = \$2,000,000 / Unfunded = \$950,000	950,000	950,000	-	-	-	-
PETERSONJ	1238	Capital	All	All	N/A	N/A	PTC Systems	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	Perform a System wide upgrade to all PTC systems and subsystems to achieve a federal certification of compliance for a vital control system. The upgrade is to include onboard systems, communication systems, back office systems, wayside systems, documentation, laboratory and field testing, updating and submitting the SCRRA's PTC Implementation Plan and PTC Safety Plan to the FRA for approval. NOTE: Total Project = \$3,070,000 / Unfunded = \$1,458,250	1,458,250	1,458,250	-	-	-	-
LUNE	215	Capital	Valley	68.50 - 69.80	N/A	N/A	Track	Palmdale Passing Siding (DESIGN ONLY)	Design Only. Construct 2,000 feet of passing siding near Palmdale Station for operational flexibility. The Design phase being requested is \$1,000,000. The Construction phase, currently estimated at \$8,360,400, will be requested in a future fiscal year.	1,000,000	1,000,000	-	-	-	-
LUNE	366	Capital	Orange	183.5	N/A	N/A	Facilities	Irvine Maintenance Facility Phase I (DESIGN & ENVIRONMENTAL ONLY)	Perform Design and Environmental. Build a first phase new maintenance facility in Irvine on the property acquired by OCTA to maintain Metrolink vehicles and locomotives. The first phase will include layover tracks, car wash, S&I tracks, sanding and fueling system. Perform Design Only of EMF Phase 2 and 3 Build Out including Railroad West (south) main track connection. The Design phase being requested is \$10,000,000. The Constructions phase, currently estimated at \$40,100,000, will be requested in a future fiscal year.	10,000,000	-	10,000,000	-	-	-
FORNELLIJ	374	Capital	All	Systemwide	N/A	N/A	Track	6 Automatic Equipment Identification (AEI) and 2 Automated Wheel and Brake Inspection (WILD) - wheel impact and loaded detection	Wheel scan system provide immediate feedback on the wheel wear and wheel profile of every axles of each train that passes wayside measurement system. Wheel scan systems take wheel profile images and perform dimensional measurements on each wheel in real time. Wheel scan systems are designed to measure wheel profile, flange height, flange width, flange cross dimension, flange angle, rim thickness, back-to-back gauge, and wheel diameter. Other railroad specific wheel parameters may also be calculated using the collected data. Data is collected in real-time and at track speeds. Wheel scan systems are designed to be installed in mainline track, yards, or in maintenance workshops for the real-time evaluation of wheel parameters. The system can also be integrated with other track-based measurement and detection systems including wheel impact, brake and truck monitoring equipment and maintenance management systems. In a typical installation, each wheel image is synchronized with vehicle identification information, and transferred to offsite computers to a web-based data management application for fleet analysis and reporting. Some systems have are compatible with enterprise resource planning (ERP) systems.	500,000	237,500	99,000	55,500	72,000	36,000
HARRINGTONG	1079	Capital	All	N/A	N/A	N/A	Facilities	Electric Vehicle Charging Stations	Install EV charging stations at CMF, MOC, DOC, and Melbourne.	804,320	382,052	159,255	89,280	115,822	57,911

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LUNE	1358	Capital	All	3.35	N/A	N/A	Facilities	Clear Utilities and Property. Central Maintenance Facility West Entrance. (CONSTRUCTION PHASE)	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. (Design project #219 is part of the FY18 budget request, in an amount of \$2,000,000).	9,698,500	4,606,788	1,920,303	1,076,534	1,396,584	698,292
Final Requested										\$ 24,509,870	\$ 8,733,390	\$ 12,178,558	\$ 1,221,313	\$ 1,584,406	\$ 792,203

(\$000s)	Projected EY 19-20 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,190	22,817	7,783	10,341	2,370	85,501
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,190	22,817	7,783	10,341	2,370	85,501
Dispatching	1,099	696	12	59	256	2,122
Other Revenues	126	58	32	37	17	270
MOW Revenues	7,426	2,549	668	1,544	475	12,663
Subtotal Operating Revenue	50,841	26,121	8,496	11,981	3,118	100,556
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,587	10,725	4,984	5,206	1,824	48,327
Equipment Maintenance	19,439	8,960	4,641	4,503	1,704	39,248
Fuel	9,998	4,828	1,943	2,067	634	19,471
Non-Scheduled Rolling Stock Repairs	94	43	18	20	6	180
Operating Facilities Maintenance	901	411	169	194	56	1,731
Other Operating Train Services	233	85	74	51	52	495
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,180	1,216	926	617	126	6,066
Security - Guards	1,179	431	374	256	261	2,500
Supplemental Additional Security	340	184	63	83	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	823	490	166	203	57	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,972	2,021	1,533	1,254	557	9,338
Marketing	800	446	163	193	59	1,661
Media & External Communications	216	79	68	47	48	458
Utilities/Leases	1,666	609	529	361	369	3,535
Transfers to Other Operators	3,753	1,519	508	699	212	6,691
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,159	264	115	255	84	1,877
Rail Agreements	1,948	1,594	1,265	357	360	5,525
Subtotal Operations & Services	76,238	35,489	17,599	16,406	6,589	152,320
<u>Maintenance-of-Way</u>						
MoW - Line Segments	22,643	8,891	3,296	6,018	2,567	43,414
MoW - Extraordinary Maintenance	366	80	60	64	50	620
Subtotal Maintenance-of-Way	23,009	8,971	3,356	6,082	2,617	44,035
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,818	2,504	2,157	1,480	1,504	14,464
Ops Non-Labor Expenses	3,930	1,717	855	871	381	7,754
Indirect Administrative Expenses	8,375	3,063	2,658	1,816	1,855	17,767
Ops Professional Services	1,241	454	394	269	275	2,633
Subtotal Admin & Services	20,365	7,738	6,064	4,435	4,016	42,618
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	119,708	52,233	27,049	26,945	13,242	239,177

Insurance Expense/(Revenue)

Liability/Property/Auto	6,195	2,829	1,164	1,331	387	11,906
Claims / SI	520	238	98	112	33	1,000
Claims Administration	648	296	122	139	41	1,246
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,363	3,363	1,384	1,582	460	14,152
Total Expense	127,071	55,596	28,433	28,527	13,702	253,329
Loss	(76,230)	(29,475)	(19,937)	(16,546)	(10,584)	(152,773)

Member Subsidies

Operations	68,866	26,113	18,553	14,964	10,124	138,621
Insurance	7,363	3,363	1,384	1,582	460	14,152
Total Member Subsidies	76,230	29,475	19,937	16,546	10,584	152,773

(\$000s)	Projected EY 20-21 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,435	23,045	7,782	10,241	2,365	85,868
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,435	23,045	7,782	10,241	2,365	85,868
Dispatching	1,099	697	13	59	256	2,124
Other Revenues	127	58	32	37	17	270
MOW Revenues	7,493	2,576	677	1,563	475	12,784
Subtotal Operating Revenue	51,154	26,376	8,503	11,900	3,112	101,045
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,404	11,031	5,128	5,376	1,892	49,831
Equipment Maintenance	19,959	9,196	4,761	4,772	1,754	40,441
Fuel	10,148	4,886	1,969	2,099	645	19,747
Non-Scheduled Rolling Stock Repairs	93	43	18	21	6	180
Operating Facilities Maintenance	924	422	174	207	58	1,785
Other Operating Train Services	240	88	76	52	53	508
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,265	1,254	941	656	132	6,248
Security - Guards	1,202	440	381	261	266	2,550
Supplemental Additional Security	341	185	63	82	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	834	489	162	200	54	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	4,097	2,084	1,581	1,293	575	9,630
Marketing	984	538	192	229	68	2,011
Media & External Communications	219	80	70	48	49	465
Utilities/Leases	1,697	621	538	368	376	3,599
Transfers to Other Operators	3,867	1,575	524	710	216	6,892
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,205	274	120	266	88	1,952
Rail Agreements	1,988	1,642	1,295	362	367	5,654
Subtotal Operations & Services	78,413	36,431	18,050	17,041	6,777	156,711
<u>Maintenance-of-Way</u>						
MoW - Line Segments	23,623	9,248	3,445	6,257	2,675	45,248
MoW - Extraordinary Maintenance	385	84	64	68	52	653
Subtotal Maintenance-of-Way	24,007	9,332	3,508	6,325	2,728	45,901
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,155	2,628	2,264	1,553	1,579	15,179
Ops Non-Labor Expenses	4,036	1,764	876	894	390	7,961
Indirect Administrative Expenses	8,722	3,190	2,768	1,891	1,932	18,503
Ops Professional Services	1,267	464	402	275	281	2,689
Subtotal Admin & Services	21,181	8,045	6,311	4,613	4,181	44,332
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	123,698	53,844	27,899	28,000	13,707	247,148

Insurance Expense/(Revenue)

Liability/Property/Auto	6,372	2,910	1,198	1,430	399	12,309
Claims / SI	518	236	97	116	32	1,000
Claims Administration	664	303	125	149	42	1,282
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,554	3,449	1,420	1,695	473	14,591
Total Expense	131,252	57,293	29,319	29,695	14,180	261,739
Loss	(80,098)	(30,917)	(20,815)	(17,795)	(11,067)	(160,694)

Member Subsidies

Operations	72,544	27,468	19,396	16,100	10,595	146,103
Insurance	7,554	3,449	1,420	1,695	473	14,591
Total Member Subsidies	80,098	30,917	20,815	17,795	11,067	160,694

Minute Action

AGENDA ITEM: 5

Date: May 10, 2018

Subject:

Santa Fe Depot Station Lighting Repair Procurement

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA), receive and file a report on the procurement procedures used for the San Bernardino Santa Fe Depot Station lighting repair work in accordance with SBCTA Contracting and Procurement Policy No. 11000.

Background:

In March 2018, San Bernardino County Transportation Authority (SBCTA) staff was informed of a power outage at the San Bernardino Santa Fe Depot Station that affected multiple areas of the recently installed lighting around the Depot as part of the Downtown Passenger Rail Project. The contractor responsible for the initial installation was notified of the potential warranty-related issue. However, after the contractor and design team evaluated the electrical issue, it was determined that the cause of the problem was a result of a design issue and not a warranty-related issue. SBCTA has notified the design firm responsible for the Downtown Passenger Rail Project of the cost resulting from the errors and omissions, and that SBCTA will seek to recover such cost.

Upon determination that the repair work needed would not be covered under the construction contractor warranty, SBCTA directed City Commercial Real Estate Services, Inc. (CityCom), SBCTA's Depot property management company, to solicit bids to restore lighting and to provide temporary lighting until the permanent lighting was restored. In response to the need to restore lighting as quickly as possible, CityCom used informal competitive procurement procedures, as allowed under SBCTA Contracting and Procurement Policy No. 11000, and solicited bids from three (3) qualified firms for the work. After evaluating the bids received, the work was awarded to the low bidder Horizon Lighting in the amount of \$39,706.71. SBCTA issued an administrative purchase order to CityCom for a not-to-exceed amount of \$80,000.00 to provide the funds required for Horizon Lighting and for other costs associated with the power outage, including temporary lighting. All payments issued against this purchase order were deposited to the SBCTA bank account managed by CityCom for operational expenses related to the Santa Fe Depot Station.

Due to the urgent nature of the work performed, the informal procurement for this work was done under SBCTA Contracting and Procurement Policy No. 11000, Section VI.D., Exceptions-Remedial Measures. This section allows the Executive Director to authorize expenditure of funds for the procurement of goods and services without observance of the provisions of SBCTA Procurement Policy and/or Public Utilities Code §§ 130232-130234, upon determining that the immediate remedial measures are necessary to replace, repair, or restore damaged property in order to ensure that SBCTA's facilities are available to serve the transportation needs of the public and upon determining that available remedial measures are inadequate, including procurement in accordance with Public Utilities Code §§ 130232-130234. The policy section also requires that a report explaining the necessity of any such expenditure be reported to the Board. Prior to expending any funds, staff determined that potential expenditures associated with restoring lighting at the Santa Fe Depot Station would be consistent with the Remedial Measures section of the Policy.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item
May 10, 2018
Page 2

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA Procurement Manager and General Counsel have reviewed this item.

Responsible Staff:

Victor Lopez, Program Manager

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 6

Date: May 10, 2018

Subject:

Hybrid-Rail Study Update

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, receive a presentation and status update on the San Bernardino Line Hybrid-Rail Study.

Background:

In April 2017, the San Bernardino County Transportation Authority (SBCTA) issued a contract task order under Contract No. C14003 with Mott MacDonald Group for On-Call Transit and Rail Services to study (Study) the ability to increase bi-directional service on the Metrolink San Bernardino Line (SBL) by introducing Diesel Multiple Unit vehicle service to supplement and/or supplant the existing Metrolink locomotive hauled coach service. The SBL between San Bernardino and Los Angeles Union Station (LAUS) is an underutilized transportation asset due to limited bi-directional service, as the focus of the Metrolink Service is to provide frequent morning service to patrons riding into Los Angeles and in the evening to those traveling out of Los Angeles. During peak periods, trains typically run every 20-30 minutes in the peak direction and about every 60 minutes in the off-peak direction, while during the middle of the day trains run in both directions about every 60-90 minutes.

The development of the Redlands Passenger Rail Project (RPRP) and future Arrow Service between the San Bernardino Transit Center and University Station in Redlands includes the introduction of Hybrid-Rail (HR) Diesel Multiple Unit vehicles into San Bernardino County as the chosen vehicle for that service. The service will utilize vehicles called Diesel Multiple Units (DMU), which are a hybrid between the locomotive-hauled coaches (LHC) operated by Metrolink and light-rail transit vehicles like the Metro Rail in Los Angeles County. Light-rail transit vehicles operate with electric power using overhead catenary lines and are lighter weight vehicles that cannot operate in freight or LHC railroad corridors. Hybrid-Rail vehicles, which include DMUs as well as Electrical Multiple Units, currently provide transit service in five (5) corridors around the United States and are more commonly used in other parts of the world. The latest generation of HR vehicles has been approved as crash compliant by the Federal Railroad Administration (FRA) via a waiver process, meaning they can safely operate on freight railroad corridors as LHC trains do. In addition, a Notice of Proposed Rule Making (NPRM) is underway that would negate the need for the waiver. Being smaller and lighter than LHC trains, HR trains have been found to be cheaper to operate and maintain, so the use of HR technology may present an opportunity to cost-effectively increase service in the San Bernardino-LAUS corridor.

The operation of additional service in the San Bernardino-LAUS corridor would enhance the corridor's ability to support Transit-Oriented Development (TOD) and regional travel by alternative modes. Desirable service improvements could include:

- Additional bi-directional midday service;
- Additional peak period, peak-direction express service for longer-distance trips; and
- Additional peak period, reverse-peak direction service.

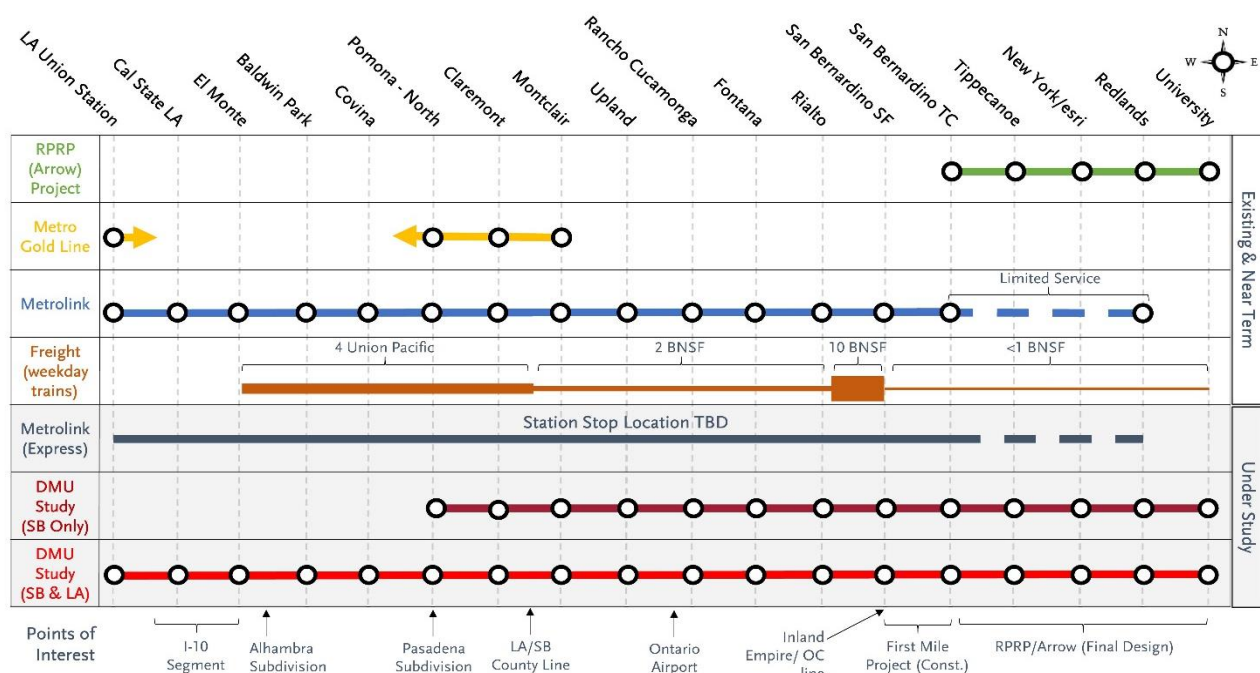
Entity: CTA, San Bernardino County Transportation Authority

The opportunity to implement such service improvements is constrained by the following items:

- Existing infrastructure
- Operating schedule
- System-wide Metrolink equipment movements
- Funding available for operations

This Study looked at both fitting HR trains into the existing Metrolink schedule by filling service gaps as well as unconstrained bi-directional service at regular clock-face intervals. A clock-face is a timetable system under which services run at consistent intervals, as opposed to a timetable schedule that has irregular headways. Currently, Metrolink does not run on a clock-face schedule but a timetable schedule that allows them to get as much service as possible, based on demand, and the available double-track sections on the SBL. In order to complete this initial study, the team had to isolate the review of the SBL from the larger Metrolink system and does not take into account Metrolink's current practice of moving equipment throughout the larger system. The Study generally found that the infrastructure constraints are due to extensive segments of the corridor having single-track, so bi-directional train frequencies can only be increased if double-track sections or sidings are available where trains need to pass. Figure 1 provides an overview of the existing and planned services in the corridor.

Figure 1: Existing and Planned Services



For this Study, SBCTA, the Los Angeles County Metropolitan Transportation Authority (Metro), and the Southern California Regional Rail Authority (SCRRA) have collaborated to explore opportunities to increase service and enhance operations on SBL and RPRP using HR to supplement and enhance existing Metrolink service.

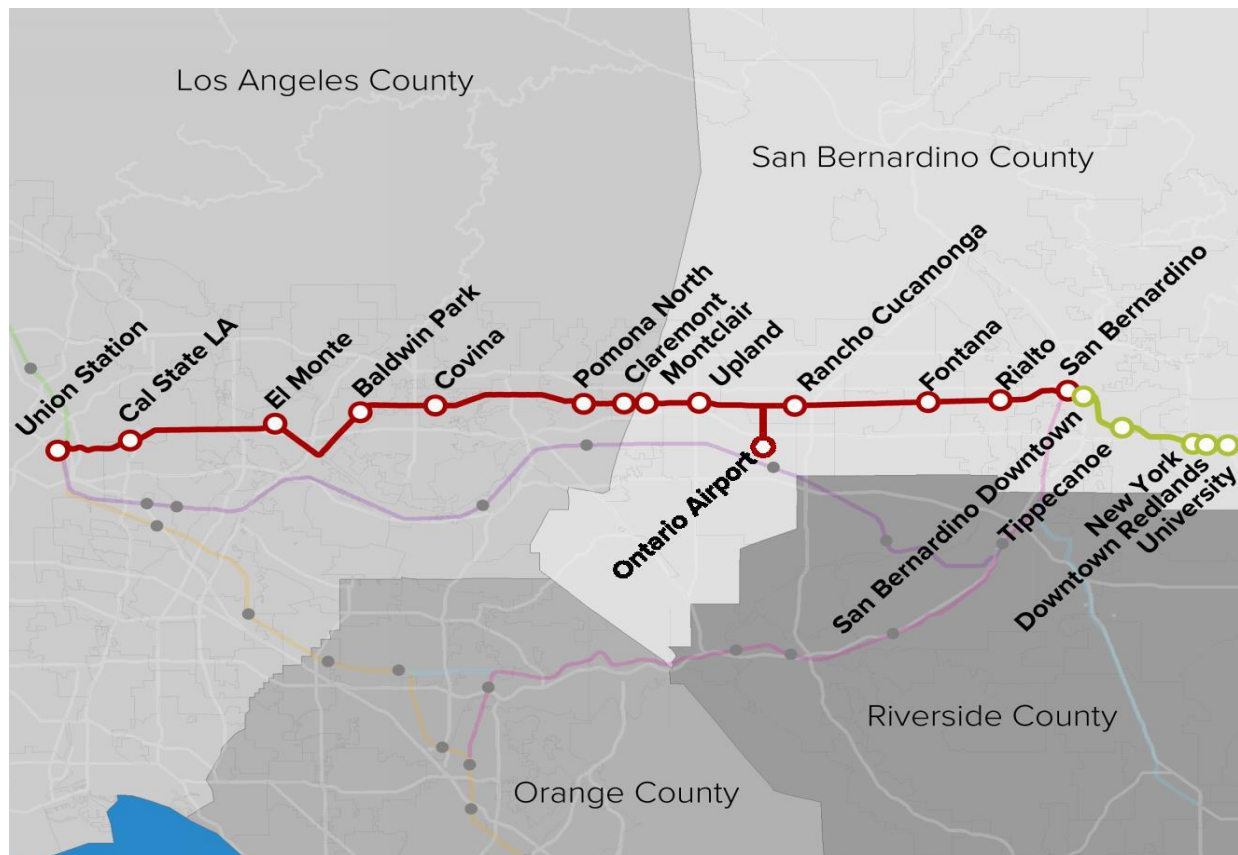
A map of the study area is shown in Figure 2. The Study objectives are based on responding to the following:

- What would be the potential western terminus stations for HR service in the corridor?
- Can HR supplement existing peak service and facilitate more Metrolink express trains?
- Can off-peak service be converted from Metrolink trains to HR trains to reduce operating costs?
- What infrastructure improvements would be needed to achieve reliable 30-minute and 15-minute peak-direction service using blended Metrolink and HR service?
- In the long term, could 30-minute or 15-minute blended service be provided, including direct service to Ontario International Airport?
- What infrastructure improvements would be needed to achieve unconstrained bi-directional service with 30-minute, 20-minute, and 15-minute headways?
- What are the operations and maintenance (O&M) and capital costs associated with the improvements?

Two (2) types of service scenarios were considered in the Study:

- Blended service assumes Metrolink's existing service schedule on the SBL and adds HR service between Metrolink trains; and
- Unconstrained service assumes no existing rail service on the SBL; only passenger rail trains operating at regular frequencies.

Figure 2: Study Area



Western Terminus for Hybrid-Rail Service

The potential western terminus for HR service is determined in part by available right-of-way (ROW) for added railroad infrastructure and opportunities for multimodal connectivity. Ideally, HR service would span the entire corridor from LAUS to University Station in Redlands. However, Metrolink already operates the maximum number of peak trains possible between LAUS and El Monte Station due to the single-tracked corridor in the median of Interstate-10 Freeway. The westernmost terminus of HR service could be El Monte, but opportunities to turn trains around exist at the Pomona North and Montclair Stations as well. Turn-back tracks would be required to allow any passenger train to turn around or layover at the terminus station.

The El Monte, Pomona North, and Montclair Stations provide multimodal connections to over a dozen bus routes one-half mile away from El Monte Station, and future Metro Gold Line service at the Pomona North and Montclair Stations. These stations may also potentially accommodate the required infrastructure and ROW needed for storing and turning around trains.

Supplementing Existing Peak Service

The Study identified opportunities to supplement existing Metrolink peak service with HR trains, and thus facilitate more Metrolink express trains and fill service gaps in the morning and evening peak and reverse-peak directions. Within existing Metrolink schedules, there are gaps to insert four (4) HR trains in each peak:

- AM Peak: two (2) westbound and two (2) eastbound trains
- PM Peak: two (2) westbound and two (2) eastbound trains

These HR trains could provide local service, stopping at all stations between Pomona North Station and San Bernardino Transit Center (SBTC). Additionally, peak-direction Metrolink trains could potentially provide express service east of the Pomona North Station, with possible stops at Rancho Cucamonga Station and SBTC. Passengers wishing to travel westbound beyond Pomona North Station would be required to transfer to either the future Metro Gold Line or existing Metrolink service. The additional annual operating cost for these four (4) new round-trips per day is estimated to be approximately \$1.4 million to \$2.1 million.

Converting Off-Peak Metrolink Service to Hybrid-Rail

The conversion of Metrolink trains to HR could provide potential savings in O&M costs, as HR vehicles are substantially more fuel-efficient. The evaluation of possibly converting off-peak Metrolink service to HR found that many midway, evening, and off-peak direction trains carry passenger volumes that could be accommodated by 4-car HR train sets. A total of 16 low-ridership Metrolink trains could be converted to HR service. The RPRP will acquire three (3) 2-car HR train sets that could be utilized for service on the SBL. To replace the 16 low-ridership Metrolink trains a total of eight (8) HR train sets would be needed to support the four (4) additional supplemental HR trains as described in the Supplementing Existing Peak Service section above. The potential annual savings in fuel costs are approximately \$1.5 million to \$2.4 million per year.

The RPRP is currently constructing a maintenance and service facility (MSF) to accommodate Arrow HR 2-car train sets; however, a new MSF would be required to accommodate any 4-car train sets.

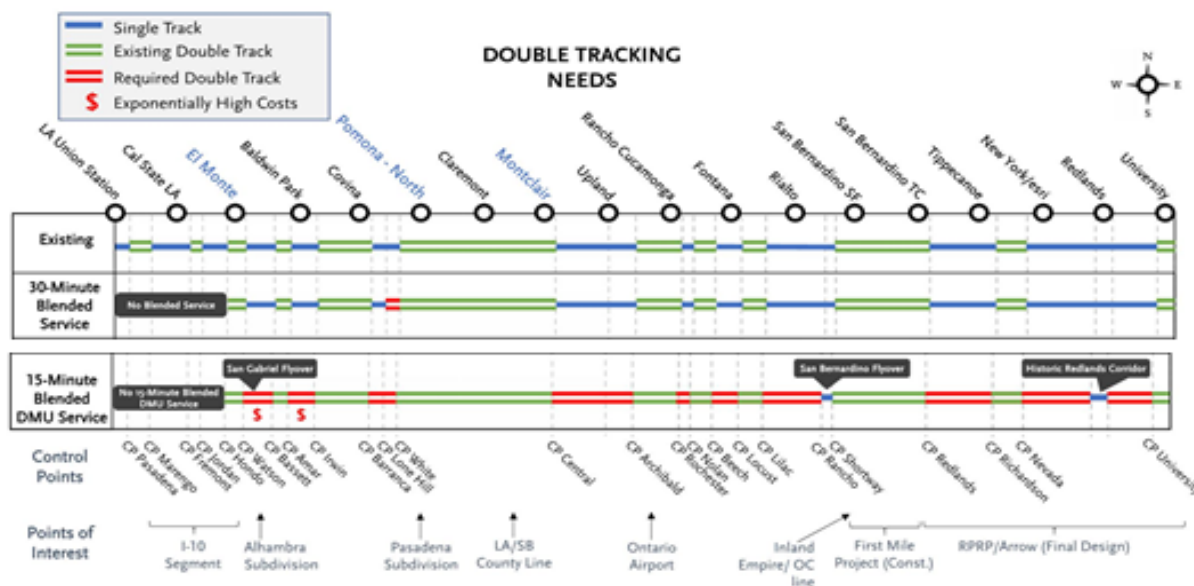
Infrastructure Needs for 30-Minute and 15-Minute Blended Service

The Study identified areas along the SBL where added infrastructure would be required to accommodate 30-minute and 15-minute service provided by existing Metrolink service overlaid with HR trains along the SBL. Double-tracking the 3.9-mile section between Control Point (CP) Lone Hill and CP White could support 30-minute peak-direction headways with 60-minute reverse-direction headways between the El Monte and University Stations. The reverse-direction service is limited to 60-minutes because providing more frequent service would entail a significant amount of train equipment to be moved to Pomona North in the morning and to SBTC in the afternoon to cover equipment needs. This scenario could be supported by seven (7) HR equipment sets. Operating service frequencies of 15-minutes in the peak-direction could be supported with double-tracking most of the SBL corridor, including four (4) key locations that pose exponentially high costs and/or right-of-way challenges. These four (4) locations are:

- The San Gabriel Flyover east of the El Monte Station
- The I-10 underpass west of the Baldwin Park Station
- Baldwin Park Station
- Narrow right-of-way east of the Covina Station

Because of the major infrastructure improvements required to support 15-minute level of service, schedules and equipment cycles were not developed for service headways shorter than 30-minutes. A summary of the double-tracking needs for limited 30-minute blended bi-directional peak service is shown in Figure 3.

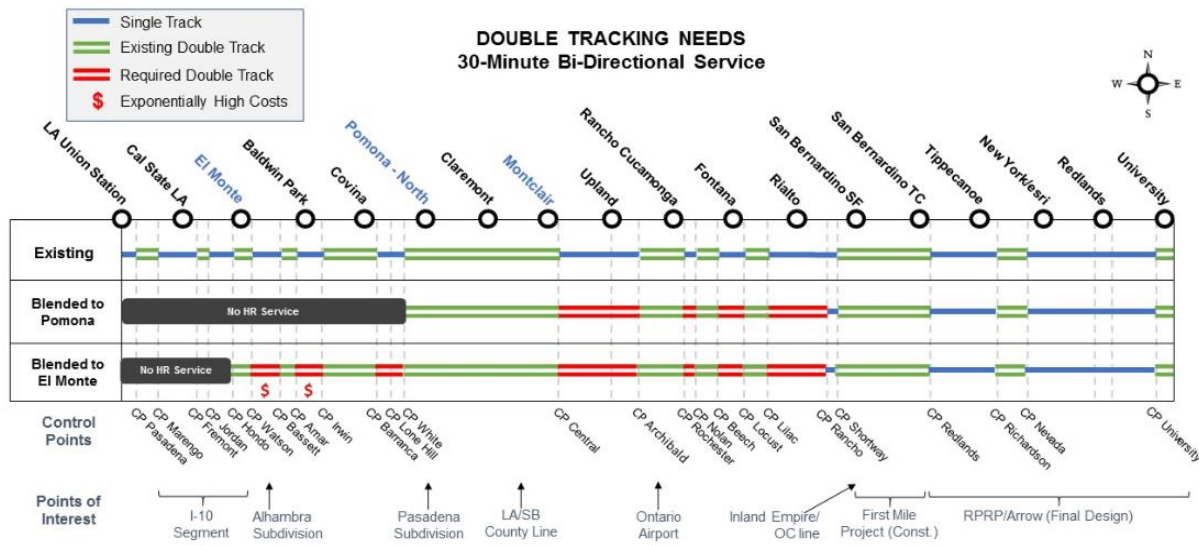
Figure 3: Double-Tracking Needs for Constrained Scenario with 60-Minute Reverse Headways



For 30-minute bi-directional service between Pomona and University Station, under the blended service scenario, five (5) HR trains would be needed, if extended to El Monte nine (9) HR trains would be needed, this includes the three (3) HR trains being purchased as part of RPRP. The double track-needs for each are shown in Figure 4.

San Bernardino County Transportation Authority

Figure 4: Double-Tracking Needs for Constrained Service with 30-Minute Bi-Directional Service



In the blended service scenarios, both Metrolink LHC and HR trains would need to provide access to the existing Metrolink stations along the SBL. In order to allow for safe boarding, meet Americans with Disabilities Act (ADA), and Federal Transit Administration level-boarding requirements, modifications to these legacy station platforms or Arrow HR trains would be required. The Study analyzed the following potential solutions:

Gauntlet and dedicated loop-tracks can be used where freight traffic passes through existing stations and on tracks adjacent to existing platform faces. The use of gauntlet and loop-tracks could likely come with high costs associated with the additional infrastructure and the possible right-of-way needed for its implementation. There is also the possibility that freight operators may object to the increased maintenance and reliability risk associated with the additional switches at each station.

This option considers raising the existing Metrolink platform, or parts of the platform, to avoid the use of gauntlet tracks and modification to the HR vehicle. This could be implemented uniformly throughout the SBL on legacy platforms but would require a step-down from the train for able bodied passengers in combination with a manually deployed ramp for ADA passengers. This option would require a waiver from the California Public Utilities Commission.

Modified HR vehicles with retractable steps could be automatically deployed to potentially allow for easier boarding. Level boarding would still be handled by manually deployed ramps for ADA passengers. This option requires less infrastructure than the previous options, but relies on the manufacturer's ability to build vehicles that could support the installation of these retractable steps in the future.

Long-Term Service to Ontario International Airport

Passenger rail service to Ontario International Airport (ONT) was modeled using data from the 2014 Ontario Airport Rail Access Study. Service to ONT assumes four (4) new stations, including one (1) station at each of the airport terminals, per the Ontario Airport Rail Access Study 2014. The study estimated capital costs to be approximately \$750 million to \$881 million.

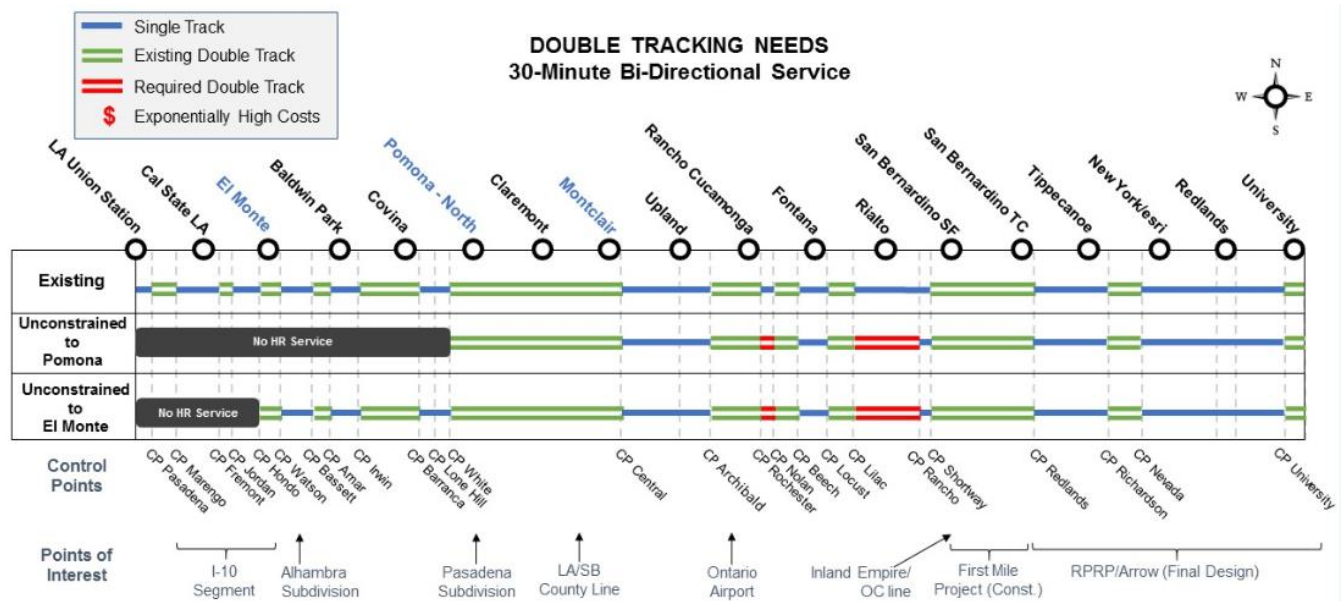
In an unconstrained scenario where passenger vehicles operate on a consistent 30-minute or 60-minute schedule, one-seat rides to ONT could be provided using HR vehicles that operate in between the SBL trains. With today's existing Metrolink service, a blended scenario would need to provide service to the airport using a shuttle-style operation with a required transfer at the Rancho Cucamonga Station. New railroad infrastructure would follow Deer Creek Blvd. from just west of the Rancho Cucamonga Station to head south to ONT. Additional annual operating costs are:

- 15-minute all day shuttle service: \$4.7 million to \$7.1 million
- 30-minute all day shuttle service: \$2.3 million to \$3.5 million

Bi-Directional Unconstrained Service

If not constrained by existing Metrolink schedules, reliable bi-directional service between the El Monte Station and SBTC could be achieved with the infrastructure improvements shown in Figure 5.

Figure 5: Double-Tracking Needs for Unconstrained Scenario Bi-Directional Service



Cost Estimates

Rough order-of-magnitude (ROM) capital costs and operations and maintenance costs were developed for the operational scenarios.

Blended Scenarios

The ROM capital cost estimates include the following infrastructure improvements:

- Double-tracking improvements
- Legacy platform modifications for HR vehicle compatibility
- Additional HR train sets
- Turn-back tracks at the terminus station

The capital costs for the different service scenarios are summarized in Table 1.

Table 1: Capital Cost Estimates

Hybrid-Rail Service Route	30- Minute Blended	15- Minute Blended
El Monte to University	\$138M	\$516M
Additional Train Sets Needed	6	13
Pomona North to University	\$20M	\$259M
Additional Train Sets Needed	2	6
Montclair to University	\$20M	\$240M
Additional Train Sets Needed	2	6

In addition to the above scenarios, rail service to ONT is estimated to cost between approximately \$750 million to \$881 million. These estimates were escalated from the options in the 2014 Ontario Airport Rail Access Study, to Year 2018 dollars and was augmented to include additional track work to allow for mainline operations into ONT. Additionally, a new maintenance and service facility would be required if 4-car train sets are being utilized as opposed to Arrow's 2-car train sets. Extending HR service as far west as El Monte or providing service headways at 20-minutes or less would also warrant a new facility. A new DMU maintenance and service facility is estimated to cost approximately \$132 million, and would accommodate thirteen (13) HR trains of 4-car sets, which would accommodate the equipment needed for 15-minute headways. Operations and maintenance cost estimates were developed for the blended service scenarios, as shown in Table 2. Annual estimates include a cost factor for weekend and holiday service.

Table 2: Additional Annual O&M Cost Estimates

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$6.2M - \$9.8M	\$35.8M - \$54.9M
Pomona North to University	\$4.4M - \$7.0M	\$22.7M - \$33.5M

Unconstrained Service

Primary potential cost differential factors between Metrolink LHC trains and HR trains include fuel, vehicle maintenance, and operations labor. Hybrid-rail vehicles use less than half as much fuel per mile as Metrolink LHC trains, and vehicle maintenance costs of HR are less than half the cost to maintain on a per-train mile basis.

For the unconstrained HR service scenarios, O&M costs were estimated based on the total O&M cost per mile of existing HR operations in the US. The annual estimated O&M costs for the 30-minute, 20-minute, and 15-minute unconstrained service scenarios are reported in Table 3. For the scenario with HR trains replacing Metrolink LHC trains, fuel cost savings could be realized but there would not necessarily be reductions in labor costs or vehicle maintenance costs, so potential cost savings in this scenario was calculated based on estimated fuel savings, with an annual potential fuel cost reduction of \$1.5 million to \$2.4 million.

Table 3: Potential O&M Cost Difference for HR Compared to LHC Service

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	(\$6.7M) - \$3.6M	\$3.2M - \$18.7M	\$13.1M - \$33.8M

Capital costs for unconstrained operating scenarios are shown in Table 4. The estimates include double-track improvements, legacy platform modifications for HR vehicle compatibility, turn-back tracks at the Pomona North Station, and rolling stock.

Table 4: Capital Costs for Unconstrained Service Scenarios

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	\$42M	\$75M	\$259M

Conclusions & Next Steps

The Study evaluates the different levels of service and potential cost savings that can be achieved using hybrid-rail vehicles to supplement and/or supplant existing LHC service on the SBL corridor. With today's infrastructure and schedules, four (4) HR trains can be added on the SBL to complement Metrolink service. While there are also opportunities in the existing infrastructure and schedule to convert LHC to HR trains at reduced operational costs, changes to equipment cycles on one (1) line of the Metrolink system will have system-wide implications. Equipment cycles, crew schedules, and interfacing with other railroad operators such as freight and Amtrak services, could be affected by any changes to Metrolink equipment schedules. A system-wide approach would be the next step in order to understand how a blended fleet could be implemented on the SBL and provide increased service beyond these additional four (4) train sets, which should include a review of how the Eastern Maintenance Facility could be utilized to support HR train service beyond the six (6) HR two-car sets that can be serviced at the maintenance facility being delivered as part of the RPRP. Other next steps included a ridership analysis and cost benefit analysis that examines the O&M savings as it relates to the capital investment.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Hybrid Rail Study

Eric Banghart, AICP
Senior Project Manager, Mott MacDonald



The development of the Redlands Passenger Rail Project (RPRP) presents an opportunity to provide additional service on the corridor at a lower cost by using hybrid rail (HR) Diesel-Multiple Unit vehicles

Hybrid Rail



Locomotive-Hauled Coach



Hybrid Rail		Locomotive-Hauled Coach
0.8 miles per gallon	Fuel	0.33 miles per gallon
\$1.06-\$5.44 per train mile	Maintenance	\$11.78-\$15.81 per train mile



Potential Cost Savings

Attachment: Hybrid Rail Study Presentation (4666 : Hybrid-Rail Study Update)

- Metrolink's San Bernardino Line between San Bernardino and Los Angeles Union Station is an underutilized transportation asset due to limited bi-directional service.

	AM Peak	PM Peak	Off-Peak
To Los Angeles	30 minutes	60 minutes	60 minutes
To San Bernardino	60 minutes	30 minutes	60 minutes

- Additional service in the corridor could support transit-oriented development and enhance multimodal connections
- Hybrid rail vehicles could provide this additional service at lower operating and maintenance costs



Locomotive Hauled Coaches



Hybrid rail Diesel Multiple Unit



Study Introduction



Existing and Planned Conditions

SBCTA, Metro, and Metrolink collaborated on this study to answer these questions:

1. What would be the **potential western terminus stations** for HR service in the corridor?
2. Can HR **supplement existing peak service** and facilitate more Metrolink express trains?
3. Can off-peak service be converted from Metrolink trains to HR trains to **reduce operating costs**?
4. What infrastructure improvements would be needed to achieve reliable **30-minute and 15-minute peak direction service** using blended Metrolink + HR?
5. In the long term, could 30-minute or 15-minute blended service be provided including **direct service to Ontario Airport**?
6. What infrastructure improvements would be needed to achieve **unconstrained bi-directional service** with 30-, 20-, and 15-minute headways?
7. What are the **operations and maintenance (O&M) and capital costs** associated with improvements?



Study Objectives

Two types of service scenarios considered:

- **Blended service** assumes Metrolink's existing service schedule on the San Bernardino Line and adds HR service between the Metrolink trains
- **Unconstrained** service assumes no existing rail service on the San Bernardino Line, only passenger rail trains operating at regular frequencies



Blended Service vs. Unconstrained

#1. Western Terminus for HR Service

- Metrolink already operates the maximum number of peak trains possible between El Monte and LAUS due to single track corridor in median of I-10
- Added HR service would need to have a western terminus at El Monte or further east
 - Terminus station would require turnback tracks for either LHC or HR
- There are opportunities to turn around HR trains at the **El Monte, Pomona North, and Montclair Stations**
- El Monte, Pomona North, and Montclair Stations provide multimodal connections to over a dozen bus routes (El Monte) and future Metro Gold Line service (Pomona North and Montclair)



#1. Western Terminus for HR Service

#2. Supplementing Existing Peak Service

- Within existing Metrolink schedules, gaps exist to insert 4 HR trains in each peak:
 - AM Peak: 2 westbound and 2 eastbound
 - PM Peak: 2 westbound and 2 eastbound
- HR trains could provide local service, stopping at all stations between Pomona North and San Bernardino Transit Center (SBTC)
- Peak-direction Metrolink trains could provide express service east of Pomona North, with possible stops at Rancho Cucamonga and SBTC
- Additional annual operating cost for 4 additional round trips per day:
 - \$1.4 – 2.1 million



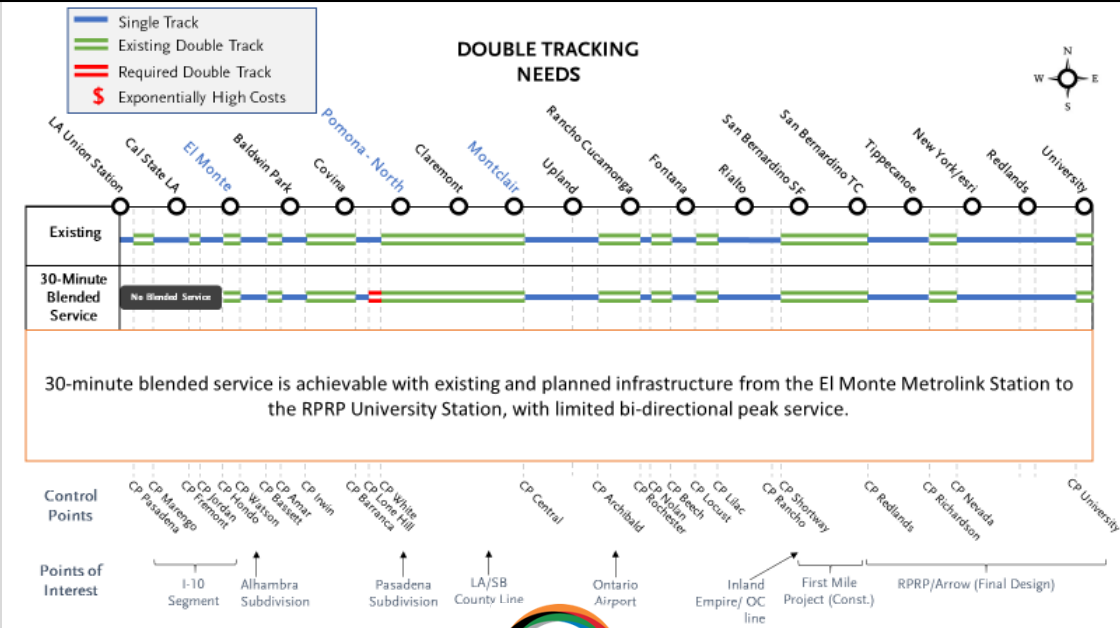
#2. Supplementing Existing Peak Service

#3. Converting Off-Peak Metrolink to Hybrid Rail

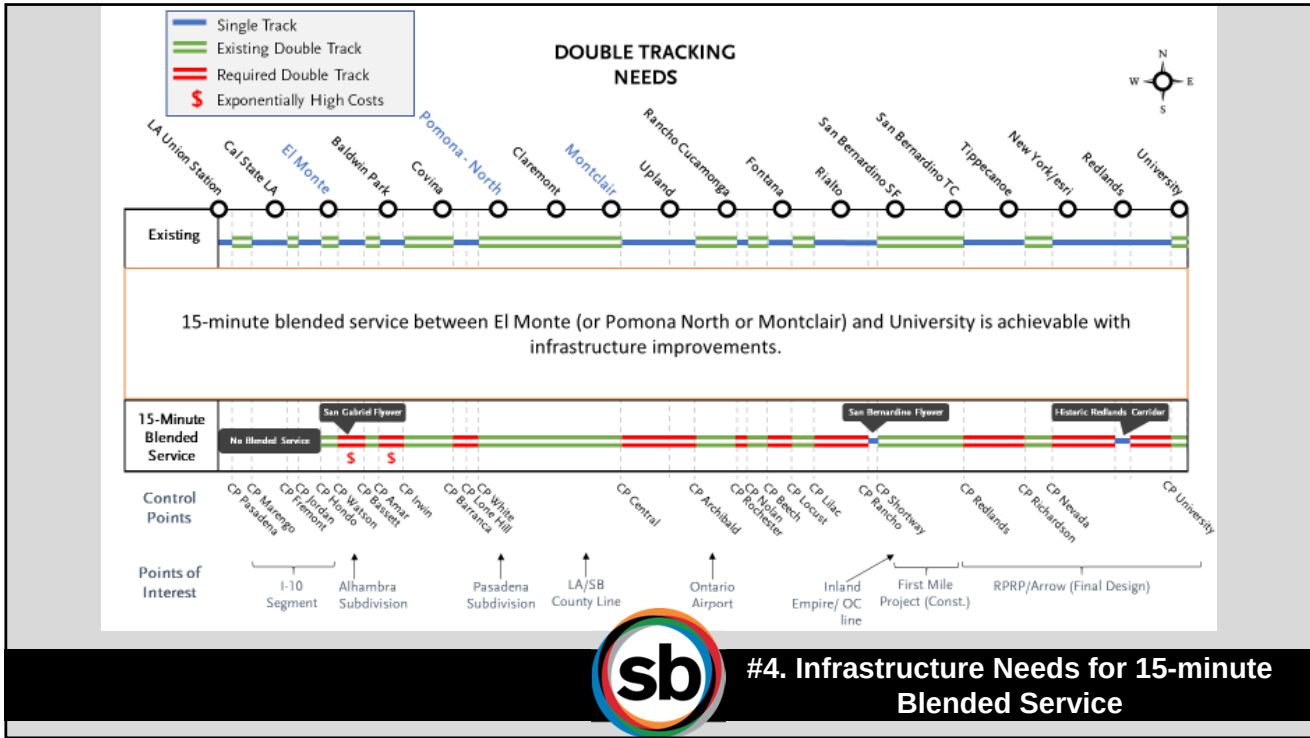
- HR vehicles can accommodate passenger volumes on many Metrolink off-peak trains
- 16 lower-ridership Metrolink trains could be replaced by four-car HR trains
- New maintenance facility would be needed to service four-car HR trains
- Metrolink trains may need to sit idle during these hours
- Potential annual savings in fuel costs: \$1.5M - \$2.4M



#3. Converting Off-Peak Metrolink to HR



#4. Infrastructure Needs for 30-minute Blended Service



Legacy stations that could serve both Metrolink LHC and Arrow HR trains would require modifications to the legacy station platforms or HR trains in order to meet ADA and FTA level-boarding requirements.

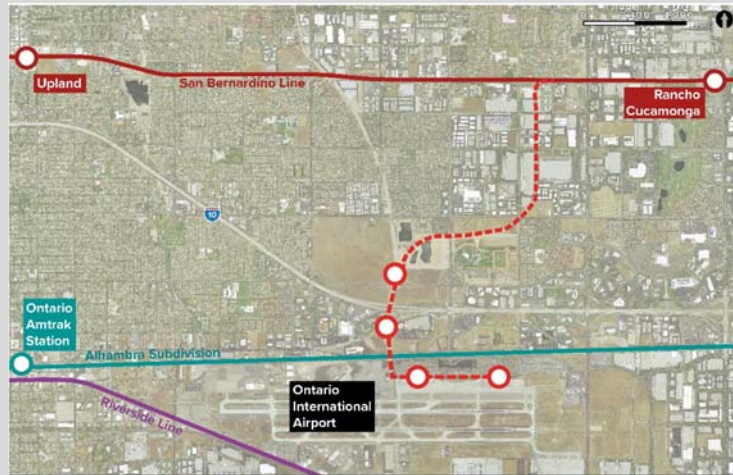
Potential solutions:

- Gauntlet or Dedicated Loop Tracks
- Shared Raised Platforms
- Modified Vehicles with Retractable Step

#4. Infrastructure Needs for Blended Service

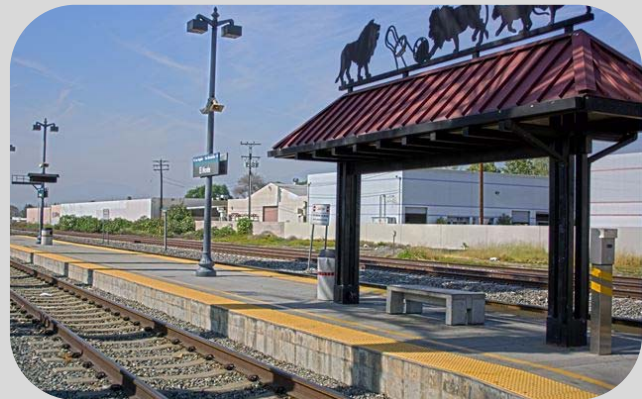
#5. Long-Term Service to Ontario Airport

- For blended service scenarios, shuttle-style operation required with transfer at Rancho Cucamonga Station
 - A Metrolink schedule with consistent 30- or 60-minute headways could make it possible to schedule a one-seat ride to Ontario Airport
- Capital cost for airport rail connector: \$750M – \$881M
- Additional annual operating cost for 15-minute all-day shuttle service: \$4.7M – \$7.1M
- Additional annual operating cost for 30-minute all-day shuttle service: \$2.3M – \$3.5M

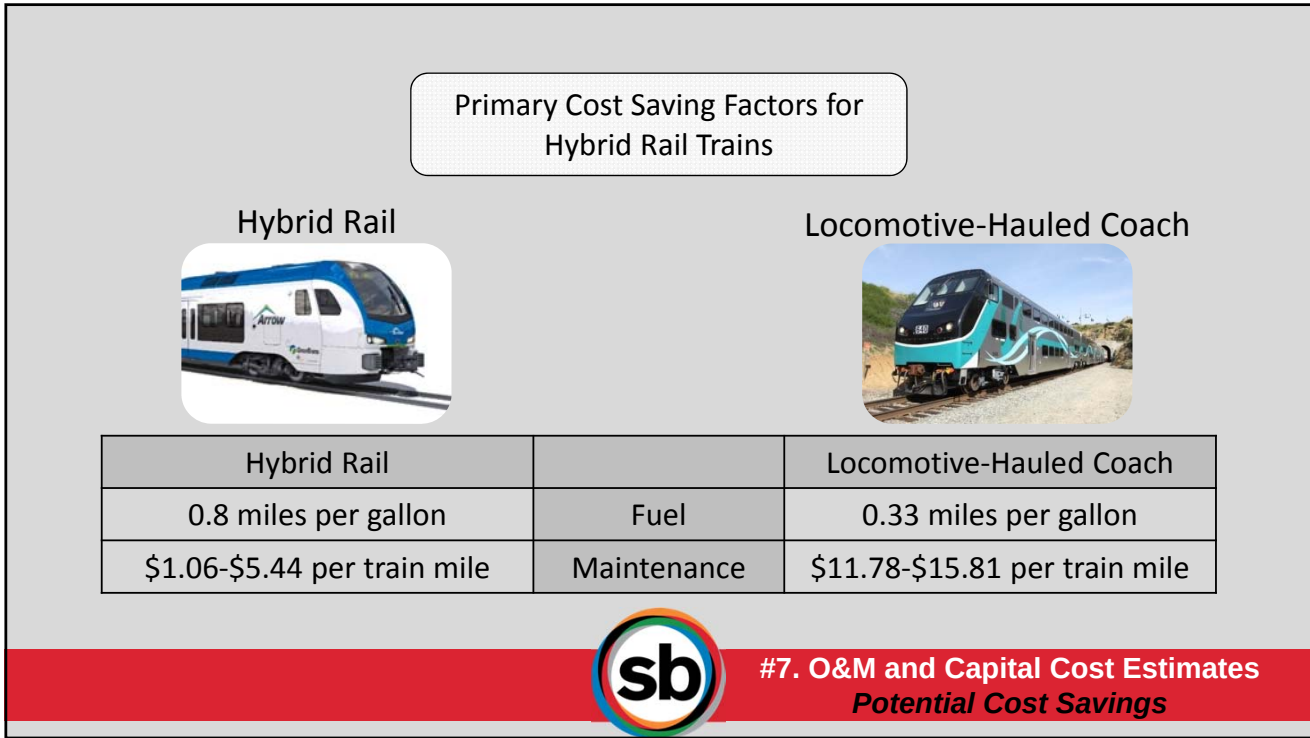
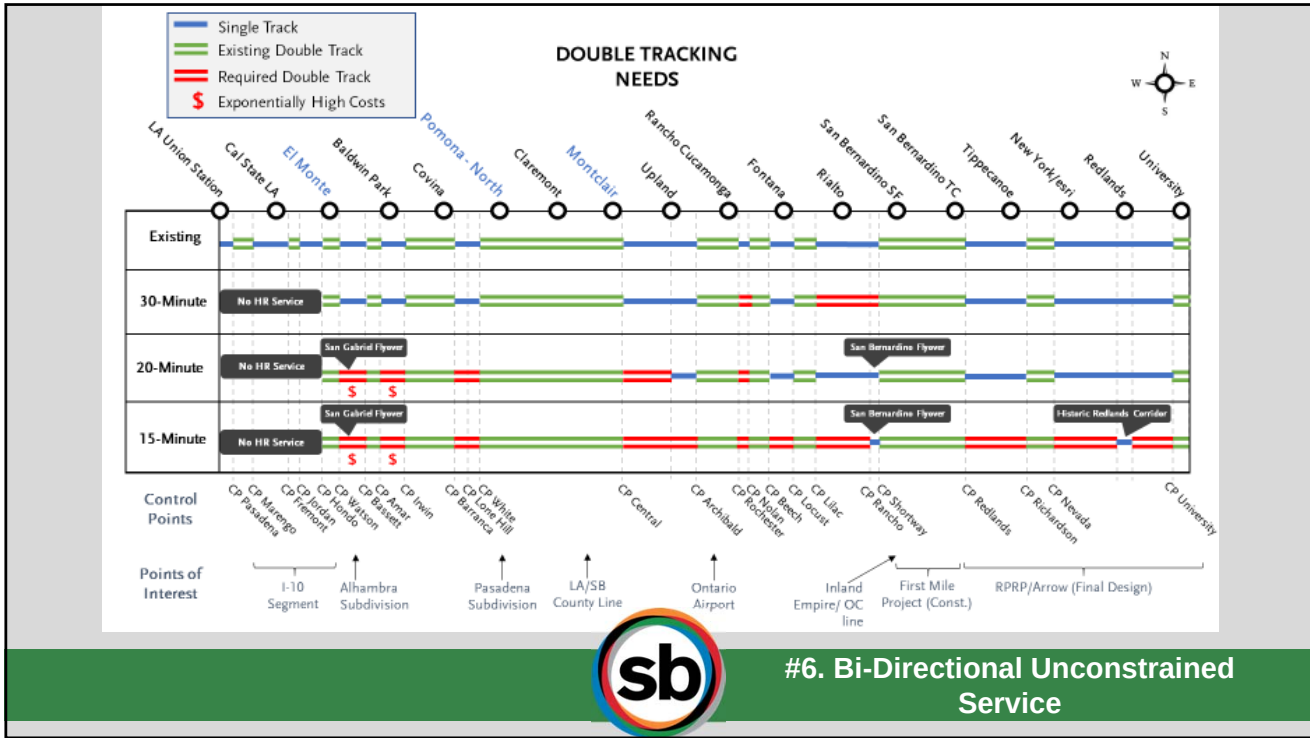


#5. Long-Term Service to Ontario Airport

If not constrained by existing Metrolink schedules, reliable bi-directional service between El Monte and San Bernardino Transit Center could be achieved with the infrastructure improvements shown on the following slide



#6. Bi-Directional Unconstrained Service



Additional Annual O&M Costs for HR in Blended Service Scenarios

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$6.2M - \$9.8M	\$35.8M - \$54.9M
Pomona North to University	\$4.4M - \$7.0M	\$22.7M - \$33.5M

- These costs reflect additional O&M costs for overlaying hybrid rail service over existing Metrolink schedules
- The existing service scenario O&M costs are approximately \$57M annually



#7. O&M and Capital Cost Estimates Blended Service

- Capital Cost Estimate includes:
 - Double Tracking Improvements
 - Legacy Platform Modifications for HR Vehicle Compatibility
 - Rolling Stock
- Maintenance Facility Cost Estimate: \$132M
 - In addition to capital costs
 - Assumptions:
 - 13 trains
 - 4-car sets
 - 15-minute headways
- Maintenance Facility Required If:
 - Using 4-car train sets,
 - Terminating HR service at El Monte, or
 - Headways are 20-minutes or less
- Ontario Airport Rail Service Cost Estimate: \$750M - \$881M
 - Estimates were escalated from the options in the 2014 Airport Study to 2018 dollars
 - Augmented to include additional trackwork to allow for mainline operations into Ontario Airport

Capital Costs for HR in Blended Service Scenarios

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$138M	\$524M
Additional Train Sets Needed	6	13
Pomona North to University	\$20M	\$259M
Additional Train Sets Needed	2	6
Montclair to University	\$20M	\$240M
Additional Train Sets Needed	2	6



#7. O&M and Capital Cost Estimates Blended Service

Potential O&M Cost Difference for HR compared to LHC Service

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	(\$6.7M) - \$3.6M	\$3.2M - \$18.7M	\$13.1M - \$33.8M

Capital Costs for Infrastructure Improvements

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15 Minute Unconstrained
Pomona North to University	\$42M	\$75M	\$259M

Capital Cost Estimate includes:

- Double Tracking
- Legacy Platform Modifications for HR Vehicle Compatibility
- Rolling Stock



#7. O&M and Capital Cost Estimates
Unconstrained Service

- 4 HR trains can be added to supplement existing service with the existing infrastructure
- A clock face schedule would allow for more operational flexibility
- The conversion of trains on the SBL would have systemwide implications on equipment cycles, crew schedules, and interfacing with other railroad operators such as freight and Amtrak services
- A systemwide approach would be the next step to better understand the conversion of Metrolink trains to HR and provide increased service beyond the 4 new trains



Conclusions & Next Steps

Thank You



Thank you

Minute Action

AGENDA ITEM: 7

Date: May 10, 2018

Subject:

Operations and Maintenance Costs for Various Transit Modes

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, receive and file an analysis of operations and maintenance costs for various transit modes.

Background:

With the eminent expansion of transit service in the San Bernardino Valley and the recent focus of providing transit service to the Ontario International Airport (ONT), the San Bernardino County Transportation Authority (SBCTA) requested our On-Call Consultant Mott MacDonald, analyze existing operations and maintenance (O&M) costs for various transit modes.

Average operating costs per mile were analyzed for the following modes:

- Commuter Rail / Locomotive Haul Coach (LHC)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)
- Hybrid-Rail / Diesel Multiple Unit (DMU)
- Fixed Route (i.e. Local Bus)
- Shuttle Bus (i.e. Access Service, Dial-A-Ride, ADA type services)

ONT is the only commercial airport providing air travel in the Los Angeles Metropolitan area located in the Inland Empire and is experiencing rapid growth. Access to ONT is dominated by passenger vehicles via surface streets and adjacent freeways. The only available public transportation connection to ONT is Omnitrans Route 61, which was recently modified to make direct stops in front of the airport terminals.

Below are key conclusions included in the results of a study conducted for SBCTA in 2014 on Rail Access to the airport which collectively touched on many different service modes:

- A rail connection should be planned for the airport's future, and a bus shuttle connecting ONT with the Rancho Cucamonga Metrolink Station should be developed in the interim until passenger volumes through ONT reach at least 15 million annual passengers.
- The planned long-term system should provide a rail connection all the way into the airport terminal area.
- A potential future extension of the Metro Gold Line to ONT should not be precluded by development of a connection to Metrolink.
- Technology options for a rail connection to Rancho Cucamonga should remain open for a determination of the most cost-effective system at the time a preferred alternative is selected and designed.

Development of the Redlands Passenger Rail Project and future Arrow Service has brought forth a new vehicle option to our county, hybrid-rail diesel multiple units, that is capable of running intermixed with locomotive hauled coaches and freight on existing Metrolink infrastructure. As reported in a separate item on this agenda, SBCTA is in the final stages of the Hybrid-Rail Study to determine the feasibility, operating parameters, and costs for supplementing existing

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Metrolink commuter rail service on the San Bernardino Line as well as providing rail service to ONT. Primary potential cost differential factors include operations, labor, fuel, and vehicle maintenance. Hybrid-rail vehicles use less fuel per mile than commuter rail trains, with 0.8 miles per gallon versus 0.33 miles per gallon, and comparison data on maintenance costs indicate lower unit costs for hybrid-rail systems. The service plan for the nine (9) mile RPRP corridor includes twenty-five (25) Arrow Service weekday round-trips overlaid with one (1) Metrolink weekday round-trip providing for 30-minute peak bi-directional service and 60-minute off-peak service. Including both services, maintenance-of-way, and dispatch services, the total annual O&M cost is estimated to be approximately \$10 million in year 2022 dollars. This does not include any service expansion onto the existing Metrolink service corridors.

Another key service under development is the West Valley Connector (WVC) which will provide more frequent bus rapid transit (BRT)/BRT-lite service along the existing Omnitrans Route 61 connecting the Downtown Pomona Metrolink Station on the Riverside Line to the airport and connecting east to the Rancho Cucamonga Metrolink Station on the San Bernardino Line with connections to other major destinations along the way. The WVC is scheduled to become operational in late 2022/early 2023. The Phase 1 alignment approved by the SBCTA Board in May 2017, which includes the loop around Victoria Gardens, results in a net annual increase to Omnitrans' O&M costs of \$2.6 million in 2022 dollars. This will increase the service frequency to 10-minute peak service and 15-minute off peak service. This will increase to \$3.4 million when enhanced 15-minute peak service on Haven Avenue between Ontario Mills and Chaffey College is implemented, which was also included in the alternative approved by the Board.

Lastly, Metro Gold Line light rail service expansion to Montclair is scheduled to be operational in 2026 upon completion of the Metro Foothill Gold Line Phase 2B Project. This will extend Metro light-rail service by approximately a ½ mile into San Bernardino County and provide 6-minute peak bi-directional service and 12-minute off-peak service. Based on estimated costs received from the Los Angeles Metropolitan Transportation Authority (LA Metro), who will operate the service, the annual operating cost is estimated at \$3 million in 2026 dollars for the service within San Bernardino County.

The Mott MacDonald report provides an overview of actual O&M costs based on revenue service miles for various service modes from a number of transit providers and is included in Attachment A. In addition to administrative overhead cost drivers and the cost of living associated with geographical service areas, service frequency has a major impact on determining what amount of funding is needed for a service.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:



Operating Cost Per Mile for Various Transit Modes

April 18, 2018

San Bernardino County Transportation Authority

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Operating Cost Per Mile for Various Transit Modes

April 18, 2018

San Bernardino County Transportation Authority

Attachment: SBCTA_OpsCost_Memo_20180418 [Revision 3] (3809 : Operations and Maintenance Costs for Various Transit Modes)

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
1	7/18/17	T. Hu	D. Gonzalez	E. Banghart	Draft Memo
2	8/18/17	T. Hu	D. Gonzalez	E. Banghart	Draft Final Memo
3	8/21/17	T. Hu	D. Gonzalez	E. Banghart	Final Memo
4	4/18/18	D. Gonzalez	E. Banghart	J. Buenaflor	Final Memo v2

Document reference: 309710

Information class: Standard

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1 Introduction

The San Bernardino County Transportation Authority (SBCTA) directed Mott MacDonald to conduct an analysis of operations and maintenance (O&M) costs for various transit mode alternatives to Ontario International Airport. Average operating costs per mile were analyzed for the following modes:

- Commuter Rail / Locomotive Haul Coach (LHC)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)
- Hybrid Rail / Diesel Multiple Unit (DMU)
- Fixed Route (i.e. Local Bus)
- Shuttle Bus (i.e. Access Service, Dial-a-ride, ADA type services)

1.1 Background

The Ontario International Airport (ONT) is the only commercial airport providing air travel in the Los Angeles metropolitan area located in the Inland Empire. Access to ONT is dominated by passenger vehicles via surface streets and adjacent freeways. The only available public transportation connection to ONT is Omnitrans Route 61, which was recently modified to include stops at the airport terminals, and nearby Metrolink stations do not currently provide timed bus services to make these connections.

The following key conclusions were included in the results of a study conducted for SBCTA in 2014 on Ontario Airport Rail Access:

- A rail connection should be planned for the airport's future, and a bus shuttle connecting ONT with the Rancho Cucamonga Metrolink Station should be developed in the interim until passenger volumes through ONT reach at least 15 million annual passengers.
- The planned long-term system should provide a rail connection all the way into the airport terminal area.
- A potential future extension of the Metro Gold Line to ONT should not be precluded by development of a connection to Metrolink.
- Technology options for a rail connection to Rancho Cucamonga should remain open for a determination of the most cost-effective system at the time a preferred alternative is selected and designed.

SBCTA is currently in the final stages of the Hybrid Rail Study to determine the feasibility, operating parameters, and costs for supplementing existing Metrolink commuter rail service on the San Bernardino Line with Hybrid Rail/DMU service and providing rail service to ONT. Primary potential cost differential factors include operations labor, fuel, and vehicle maintenance. Additionally, operating hybrid rail services with less than 300,000 annual train miles have operating costs between \$40-\$80 per train mile, and costs between \$25-\$38 per train mile when operating more than 300,000 annual train miles. Hybrid rail vehicles use less fuel per mile than commuter rail trains and comparison data on maintenance costs indicate lower unit costs for hybrid rail systems:

- Fuel economy:
 - Commuter Rail: 0.33 miles per gallon

- Hybrid Rail: 0.8 miles per gallon
- Vehicle Maintenance:
 - Commuter Rail: \$11.78 - \$15.81 per train mile
 - Hybrid Rail: \$1.06 - \$5.44 per train mile

In light of these findings, this analysis will review O&M costs for the various transit modes per revenue mile and for an assumed service scenario to ONT to supplement previous studies.

2 Operating Costs

2.1 Operating Cost by Transit Mode

This section provides operating costs per vehicle revenue mile and per vehicle revenue hour for each of the six transit modes, with supporting data gathered from the National Transit Database (NTD) on comparable agencies around California and the country. The operating costs per vehicle revenue mile shown in the following tables are in 2016 US Dollars and adjusted to 2018 US Dollars to account for inflation based on the consumer price index provided by the US Bureau of Labor Statistics¹.

Table 2-1: Commuter Rail

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Commuter Rail Opening Year
Southern California Regional Rail Authority (SCRRA)	\$16.66	\$609.29	824	1992
Peninsula Corridor Joint Powers Board (Caltrain)	\$15.55	\$549.24	154	1863
North County Transit District (NCTD)	\$52.77	\$426.28	82	1995
Massachusetts Bay Transportation Authority (MBTA)	\$17.15	\$514.21	776	1835
Altamont Corridor Express (ACE)	\$16.11	\$621.31	172	1998
Central Puget Sound Regional Transit Authority (Sound Transit)	\$24.75	\$749.30	164	2000
South Florida Regional Transportation Authority (Tri-Rail)	\$25.03	\$721.81	142	1989
Average Cost (2016 USD)	\$24.00	\$598.78	-	-
Average Cost (2018 USD)	\$25.11	\$626.46	-	-

Source: National Transit Database, FTA 2016; North County Transit District, 2016

¹ [Consumer Price Index Inflation Calculator](#), January 2016 vs. January 2018, Bureau of Labor Statistics, 2018.

Table 2-2: Light Rail Transit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	LRT Opening Year
Los Angeles Metropolitan Transportation Authority (Metro)	\$23.15	\$479.94	136	1990
San Francisco Municipal Railway (MUNI)	\$41.46	\$395.57	64	1980
San Diego Metropolitan Transit Systems (MTS)	\$8.71	\$153.27	108	1981
Santa Clara Valley Transportation Authority (VTA)	\$26.63	\$423.09	81	1987
Sacramento Regional Transit District (Sacramento RT)	\$13.49	\$240.34	76	1987
Tri-County Metropolitan Transportation District of Oregon (TriMet)	\$14.53	\$208.72	104	1986
Average Cost (2016 USD)	\$21.33	\$316.82	-	-
Average Cost (2018 USD)	\$22.32	\$331.46	-	-

Source: National Transit Database, FTA 2016

Table 2-3: Bus Rapid Transit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	BRT Opening Year
Los Angeles Metropolitan Transportation Authority (Metro)	\$17.44	\$268.98	37	2005
Regional Transportation Commission of Southern Nevada (RTC)	\$7.64	\$84.72	42	2012
Greater Cleveland Regional Transit Authority (GCRTA)	\$10.81	\$95.86	14	2008
Lane Transit District (LTD)	\$10.79	\$128.87	20	2007
Average Cost (2016 USD)	\$11.67	\$144.61	-	-
Average Cost (2018 USD)	\$12.21	\$151.29	-	-

Source: National Transit Database, FTA 2016

Table 2-4: Hybrid Rail / Diesel Multiple Unit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	DMU Opening Year
Denton County Transportation Authority (DCTA)	\$19.79	\$487.93	43	2011
New Jersey Transit Corporation (NJ Transit)	\$24.45	\$610.02	70	2004
North County Transit District (NCTD)	\$23.21	\$181.04	44	2008
Capital Metro*	\$77.34	\$1,840.81	64	2010
Tri-Met*	\$48.24	\$1,046.16	29	2009
Average Cost (2016 USD) *	\$22.48	\$426.33		
Average Cost (2018 USD) *	\$23.52	\$446.04	-	-

Source: National Transit Database, FTA 2016; North County Transit District, 2016

*Outliers (Capital Metro and Tri-Met) are excluded from overall averages due to higher costs associated with nature of maintenance contracts and service limitations

Table 2-5: Fixed Route (Local Bus)

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Agency Founded
Los Angeles Metropolitan Transportation Authority(Metro)	\$14.38	\$153.73	4	1993
Orange County Transportation Authority(OCTA)	\$10.31	\$123.83	0	1991
San Mateo County Transit District (SamTrans)	\$16.88	\$209.09	0	1976
San Diego Metropolitan Transit System (MTS)	\$7.83	\$85.33	2	1975
Sacramento Regional Transit District (Sacramento RT)	\$12.98	\$142.98	0	1973
San Francisco Municipal Railway (MUNI)	\$23.07	\$186.54	0	1912
Foothill Transit	\$6.58	\$95.47	0	1988
Riverside Transit Agency (RTA)	\$5.94	\$83.76	0	1975
Omnitrans (OMNI)	\$6.85	\$94.12	0	1976
Average Cost (2016 USD)	\$11.65	\$130.54	-	-
Average Cost (2018 USD)	\$12.19	\$136.61	-	-

Source: National Transit Database, FTA 2016

Table 2-6: Shuttle Bus (Demand Response)

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Agency Founded
City of Los Angeles Department of Transportation(LADOT)	\$8.80	\$75.95	0	1979
Orange County Transportation Authority(OCTA)	\$6.24	\$104.08	0	1991
San Mateo County Transit District (SamTrans)	\$5.66	\$79.60	0	1976
Santa Clara Valley Transportation Authority (VTA)	\$4.66	\$68.20	0	1973
San Francisco Municipal Railway(MUNI)	\$10.75	\$72.18	0	1912
Foothill Transit	-	-	0	1988
Riverside Transit Agency (RTA)	\$3.33	\$55.98	0	1975
Omnitrans (OMNI)	\$4.87	\$74.00	0	1976
Average Cost (2016 USD)	\$6.32	\$75.71	-	-
Average Cost (2018 USD)	\$6.61	\$79.23'	-	-

Source: National Transit Database, FTA 2016

Two of the reviewed DMU systems have much higher costs compared to the others. The costs for Capital Metro and Tri-Met are higher than the costs of the other DMU systems listed in Table 2-4 because of low ridership, the costs associated with operating on a freight line, and the limited service hours (weekday rush hour service only).

It is important to note that in 2015, SBCTA conducted the Redlands Passenger Rail Project (RPRP) Operations/Maintenance and Vehicle Selection Study to analyze various DMU service scenarios. Depending on management and operational scenarios, estimates for DMU operating expenses per vehicle revenue mile ranged from \$58.30 to \$74.61 in 2016 USD. Because RPRP is still a relatively new transit mode system in the US, it has not benefited from economies of scale, cost advantages, or efficiencies that transit systems obtain as they grow in size and scale. The North County Transit District, which operates both DMU and commuter rail services, provided 2016 operations cost data on their services, summarized in Table 2-7. NCTD's DMU vehicles are older technology direct-drive diesel vehicles while the RPRP Hybrid Rail vehicles are newer technology consisting of diesel engines powering electric motor at the wheels. With two of the three comparable systems utilizing DMU technologies that are over 10 years old, it is expected the brand new Arrow service and vehicles will benefit from recent vehicle advancements and therefore will likely favor the lower range of the per-mile O&M cost.

Table 2-7: Operating Cost Comparison for NCTD (2016 USD)

Rail Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
COASTER (Commuter Rail)	\$52.77	\$426.28
SPRINTER (DMU)	\$23.21	\$181.04

Source: North County Transit District, 2016

2.2 Operating Costs per Route Mile

This section analyzes the annual operating cost per route mile for future transit service, assuming reasonable levels of service for an airport connection service. The number of trips is derived from the assumptions of headways, operating hours, and duration in future service scenarios. This is then multiplied by the average operations cost per vehicle revenue mile, resulting in the annual operating costs shown in Table 2-8.

Table 2-8: Annual Operating Costs per Route Mile

Transit Mode	Peak/Off-Peak Headway Assumptions (min)	Annual Operating Cost per Mile
Commuter Rail	30/60	\$390,000
Light Rail Transit (LRT)	10/15	\$1,160,000
Bus Rapid Transit (BRT)	10/15	\$630,000
Diesel Multiple Units (DMU)	30/60	\$370,000
Bus-Fixed Route	10/15	\$710,000
Shuttle Bus/Demand Response Services	10/15	\$370,000

2.3 Summary

This section summarizes average operation costs for the five transit modes identified in this study. Cost comparisons are shown in Table 2-9.

Table 2-9: Average Operation Costs by Transit Mode

Transit Mode	Operation Cost per Vehicle Revenue Mile (2018 USD)
Commuter Rail	\$25.11
Light Rail Transit (LRT)	\$22.32
Bus Rapid Transit (BRT)	\$12.21
Bus – Fixed Route	\$13.80
Diesel Multiple Units (DMU)	\$23.52
Shuttle Bus/Demand Response Services	\$7.15

DMU, Commuter Rail, and Light Rail Transit operation costs are shown to be comparable with DMU at \$23.52 per revenue mile, Commuter Rail at \$25.11 per revenue mile, and LRT at \$22.32 per revenue mile. In recent years, DMU systems had higher operations costs due to the trend that DMUs were oftentimes shorter and newer systems with one-time setup costs for administrative operation needs which have not yet benefited from scales of economies. However, as more DMU service has been added and fuel economies are better than that of commuter rail systems, DMU overall operational costs have dipped below costs for commuter rail systems.

3 Conclusions

As previously mentioned, DMU service operating costs are decreasing slightly as more DMU revenue miles are added to existing or new transit networks. The future operating cost scenarios do not take into account future year congestion nor service expansions, and is meant to convey a snapshot of transit mode operational costs for comparison purposes. Vehicle revenue miles increased by 12.6 percent between 2007 and 2016 across all transit modes in the United States². In that ten-year period, LRT vehicle revenue miles increased at the highest rate across all modes at 35.5 percent. Commuter rail vehicle revenue miles increased at a rate of 16 percent during this same period. As commuter rail systems move towards more fuel-efficient vehicles as a way to reduce emissions and save on operational costs, DMU systems can be seen as an alternative to achieve these objectives.

² Annual National Transit Summaries and Trends Report 2016, p.28

Minute Action

AGENDA ITEM: 8

Date: May 10, 2018

Subject:

RPRP - Environmental Impact Report - Addendum No. 6

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

- A. Find, based upon Addendum No. 6, that Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guideline 15162 do not require preparation of a subsequent report, and that preparation of Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report is appropriate and consistent with CEQA Guideline 15164; and
- B. Approve Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report dated March 4, 2015; and
- C. Approve the refined Redlands Passenger Rail Project as described in Addendum No. 6.

Background:

San Bernardino County Transportation Authority (SBCTA), as the lead agency for compliance with the California Environmental Quality Act (CEQA) on the Redlands Passenger Rail Project (RPRP or Project), certified an Environmental Impact Report (EIR) for the Project and identified a Locally Preferred Alternative (LPA) on March 4, 2015. Since the certification of the EIR, design of the RPRP has progressed and minor, non-substantial changes to the LPA have been identified. Per CEQA guidelines, these changes necessitate the need to update and refine the EIR. Three (3) addendums to the RPRP EIR were approved by the SBCTA Board of Directors on September 6, 2017, a fourth addendum was approved on October 4, 2017, and a fifth addendum was approved on January 4, 2018, all of which formally revised the approved Project. SBCTA has identified two (2) additional design refinements to the approved Project, which are included and considered in Addendum No. 6 based on the findings of the EIR as summarized below.

Refinement No. 1 – Downtown Station Diesel Multiple Unit (DMU) Platform Relocation:

The approved Project and 90-percent engineering plans reflect a platform configuration at the Downtown Redlands Station that places the boarding platforms north of the track centerline and west of Third Street and the Redlands Santa Fe Depot (Figure 3 of Addendum 6). As considered in the final EIR, SBCTA proposed to construct a single boarding platform that would serve both the DMU and Metrolink express services. Following additional design, SBCTA split the platform into two (2) separate Metrolink and DMU platforms as reflected in the 90-percent design for the Downtown Redlands station.

As presented in Section 3.12 of the Final EIR, the Redlands Santa Fe Depot (Depot) is listed as a contributing element to the Redlands Santa Fe Depot Historic District and is listed on the National Register of Historic Places (NRHP). During the approved Project's preliminary design, SBCTA attempted to avoid the Depot property and any integration of the Depot into the

Entity: San Bernardino County Transportation Authority

approved Project's design. As part of the approved Project, SBCTA proposed minor alterations to the brick walkway at the eastern end of the grand plaza to facilitate adjustments in the grade along Orange Street (Figure 4 of Addendum 6). In addition, the final EIR considered the removal of the existing narrow landing (bricks) within SBCTA's right-of-way (ROW), placement of security fencing, and construction of an at-grade pedestrian crossing (west of the Depot).

In the fall of 2017, the Depot's ownership changed. Following discussions with the City of Redlands (City), the new owner approached SBCTA regarding relocating the DMU platform to a location south of the track centerline, and directly north of the Depot. Following additional coordination with the City, Omnitrans, and Metrolink, SBCTA is proposing to relocate the DMU platform as part of the Project's 100-percent design. The relocated platform would have a maximum width of 16-feet and a length of 170-feet, similar to the 90-percent design. Figure 5 of Addendum 6 illustrates the preliminary DMU platform design concept. As shown, the platform would largely be contained within SBCTA's right-of-way. A small easement would extend into the northern perimeter of the Depot property (as steps) and into the existing lawn area. The platform would extend approximately two (2) feet above the existing grade with pedestrian access and Americans with Disabilities Act (ADA) accessible ramps (with railings) extending off the east and west ends of the platform. A series of wide-stair steps (with railings) may also be integrated to provide enhanced access from the platform to the grand plaza (south). No canopy structure(s) are proposed. Platform lighting would be included as depicted in Figure 5 of Addendum 6.

Beyond the platform, the owner of the Depot property would be responsible for other secondary improvements on the Depot property, such as ADA improvements to the existing brick walkway (along the grand plaza), interior and exterior lighting, and security systems. These improvements would be in addition to other re-purposing activities currently being implemented by the owner (e.g., café, salon, etc.). To the extent feasible, SBCTA would adaptively reuse the bricks from the narrowing landing in the platform design.

As expressed in Section 2.4.2.9 of the Final EIR, an existing agreement between SBCTA and the City of Redlands requires the City to provide up to 200 parking spaces to support the parking needs for Downtown Redlands. The City remains in the process of developing this parking capacity within the downtown area. At this time, SBCTA anticipates an at-grade parking lot to the north of the railroad right-of-way with a capacity of up to 70 parking spaces. This assumption remains consistent with the final EIR.

As a part of Refinement 1, the pedestrian at-grade crossing and Metrolink platform, as reflected in the 90-percent design, would be maintained in their current positions, as reflected in the 100-percent engineering design (Attachment A, Figure 5 of Addendum 6).

Refinement No. 2 – Refinements to Eureka Street At-Grade Crossing: Following additional design coordination with the City of Redlands for the at-grade crossing at Eureka Street, SBCTA is proposing additional pedestrian and related safety improvements south of the at-grade crossing (Figure 2 of Addendum 6). These improvements would extend further south than previously identified in the Final EIR. In addition, the revised at-grade crossing design would require the relocation of a signal house and antenna (for positive train control [PTC]) from SBCTA's ROW to the southwest quadrant of the at-grade crossing.

Conclusion

San Bernardino County Transportation Authority

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SBCTA staff has prepared Addendum No. 6 to the EIR for the approved Project (State Clearinghouse No. 2012041012) to address the potential environmental impacts associated with the refinements discussed above and in the Addendum No. 6, provided as a separate attachment. This addendum is prepared in accordance with the CEQA (Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, §§ 15000, et seq.).

Implementation of the refined Project as documented in Addendum No. 6 would not result in any substantial changes requiring major revisions to the EIR. The refined Project would not result in any environmental impacts that have not already been addressed in the EIR, and no new mitigation measures are required for the refined Project. Only minor additions and clarifications are required to the EIR, and none of the conditions described in Public Resources Code Section 21166 or CEQA Guideline 15162 requiring preparation of a subsequent EIR or negative declaration have occurred. Approval of Addendum No. 6 is appropriate and is supported by substantial evidence in the addendum.

SBCTA staff is also coordinating with the Federal Transit Administration (FTA), the lead agency for the RPRP's Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA), for any potential actions necessary for updating the EIS, preserving the ability to utilize Federal funding for the RPRP. Should SBCTA Board of Directors approve Addendum No. 6, the locally approved changes will be forwarded to the FTA. Thus far, SBCTA staff has concluded that none of these changes will impact FTA's prior NEPA record of decision or supporting consultations (e.g., Section 7, etc.).

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the addendum.

Responsible Staff:

Andres Ramirez, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 9

Date: May 10, 2018

Subject:

RPRP - Right-of-Way Acquisitions Update

Recommendation:

Receive and file an update of the right-of-way acquisitions associated with the Redlands Passenger Rail Project.

Background:

On November 2, 2016, San Bernardino County Transportation Authority (SBCTA) Board of Directors authorized staff to proceed with acquisitions of properties necessary for the Redlands Passenger Rail Project (RPRP or Project). In addition, the Director of Transit and Rail Programs was authorized to modify the parcel list as needed.

Acquisitions identified for the RPRP were deliberately limited to those necessary for the construction of the Project. With the exception of one (1) full property acquisition, located east of E Street in the City of San Bernardino, the needed right-of-way will be partial acquisitions located primarily at the grade crossings and temporary construction easements, needed for access. The improvements proposed on the acquired properties include signal improvements, pedestrian crossings, drainage, utility relocations, and accessibility modifications.

The initial parcel list was prepared to support a 30% design plan. Design has progressed to 100% and acquisitions have been adjusted to accommodate this design. Many of the new parcels identified are for grade crossing enhancements recommended by the California Public Utilities Commission (CPUC) and Southern California Regional Rail Authority (SCRRA), for drainage improvements, and SCRRA maintenance access requirements. In accordance with the authorization provided on November 2, 2016, staff has prepared an updated parcel list included as Attachment "A". The parcel list has been updated to support a 100% design plan and any ownership changes with 14 parcels being removed and 17 added from the original parcel list.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Andres Ramirez, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Entity: CTA, San Bernardino County Transportation Authority

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-001	0136-121-33 0136-121-39	MIRANDA FAMILY HOLDINGS, LLC	JORGE MIRANDA	COMMERCIAL
RPRP-002	0136-122-89 0136-122-90	SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT	MARK A. HARTWIG FIRE CHIEF	COMMERCIAL
~~RPRP-003~~	~~0136-121-41~~	~~W & W REALTY LLC~~	~~-----~~	~~COMMERCIAL~~
~~RPRP-004~~	~~0136-111-02~~	~~JERALD CASILLAS AND MARY L. CASILLAS~~	~~JERALD CASILLAS MARY L. CASILLAS~~	~~COMMERCIAL~~
RPRP-005	0136-122-82	WESTBROOK FAMILY TRUST THE BOTTS FAMILY TRUST	HAROLD TRUITT WESTBROOK II PENNY K. WESTBROOK ROBERT E. BOTTS BEVERLY ANN BOTTS	COMMERCIAL
~~RPRP-006~~	~~---~~	~~PUBLIC RIGHT OF WAY~~	~~-----~~	~~-----~~
RPRP-007	0136-033-26	SMITH ETAL.	DON R. SMITH BARBARA R. SMITH H. MARK BEGUELIN JR. ELLEN C. JOHNSTON EDWARD T. FLETCHER JR. MARY FLETCHER G. LOUIS FLETCHER JANET G. FLETCHER MARILYN LEIBERG KNUDSEN	INDUSTRIAL
~~RPRP-008~~	~~0136-033-14~~	~~JOHN H. GARDNER AND LARISA GARDNER~~	~~JOHN H. GARDNER LARISA GARDNER~~	~~COMMERCIAL~~
RPRP-009	0136-122-81	~~BANK OF SAN BERNARDINO~~ WENHUI LIANG	~~-----~~ WENHUI LIANG	COMMERCIAL
~~RPRP-010~~	~~0136-122-87~~	~~ENRIQUE RODRIGUEZ AND M. ROSA RODRIGUEZ~~	~~ENRIQUE RODRIGUEZ M. ROSA RODRIGUEZ~~	~~COMMERCIAL~~
RPRP-011	0136-042-08 0136-042-09 0136-042-10 ~~0136-042-11~~ ~~0136-042-12~~	VIDMAR ETAL.	BARBARA L. VIDMAR JOHN C. VIDMAR MARCIA VIDMAR JOHN R. VIDMAR DORIS N. VIDMAR	COMMERCIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
~~RPRP-012~~	~~0136-041-10~~ ~~0136-051-54~~	~~FAIRWAY INDUSTRIAL PARTNERS, LLC~~ ~~SLH INDUSTRIAL, LLC~~	~~MELANIE J. BROWN (FAIRWAY)~~ ~~BRADLEY D. HOWARD (SLH)~~	~~COMMERCIAL~~
RPRP-013	~~0136-051-14~~ 0136-033-27 0136-122-78	CITY OF SAN BERNARDINO	-----	PUBLIC FACILITIES INDUSTRIAL PUBLIC FACILITIES
RPRP-014	0136-221-28	~~GARY G. WALBOURNE AND~~ ~~ISABELLA E. WALBOURNE~~ ~~CHRISTINE LI~~	~~GARY G. WALBOURNE~~ ~~ISABELLA E. WALBOURNE~~ ~~CHRISTINE LI~~	INDUSTRIAL
RPRP-015	0136-032-22 0136-033-23	TWENTY-SEVEN SAC SELF-STORAGE LIMITED PARTNERSHIP	-----	INDUSTRIAL
RPRP-016	0136-251-37	ERIC GRISHAM FAMILY TRUST	ERIC E. GRISHAM	COMMERCIAL
~~RPRP-020~~	~~0136-321-51~~	~~BURR GROUP LP~~	~~COLE BURR~~	~~COMMERCIAL~~
~~RPRP-021~~	~~0136-321-55~~	~~BURCHCO, LLC~~	~~JOHN D. MCALEARNEY~~	~~COMMERCIAL~~
RPRP-022	0136-321-04	SALVADOR ANAYA	SALVADOR ANAYA	INDUSTRIAL
RPRP-023	0136-401-65	E & W PROPERTIES, LLC	EDWARD BOYD	INDUSTRIAL
RPRP-024	0136-462-05	~~2743 LLC~~ ~~WASHINGTON LAND VENTURES, LLC~~	~~JOHN C. OLIVER JR.~~ -----	INDUSTRIAL
RPRP-025	0136-451-02	~~JOSE AND CLAUDIA GUERRERO~~ ~~LIVING TRUST~~ ~~WASHINGTON LAND VENTURES, LLC~~	~~JOSE GUERRERO~~ ~~CLAUDIA GUERRERO~~ -----	INDUSTRIAL
RPRP-026	0136-452-26	~~THE IRINEA BROCE SEPARATE~~ ~~PROPERTY TRUST~~ ~~WASHINGTON LAND VENTURES, LLC~~	~~IRINEA BROCE~~ -----	INDUSTRIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-029	0136-321-31 0136-321-38 ~~0141-262-05~~ ~~0141-281-05~~ 0167-401-01 ~~0170-181-41~~ 0170-181-43 0201-031-29 ~~0281-021-17~~ 0281-021-21 0281-021-26 ~~0281-221-13~~ 0281-041-13 0281-111-22 ~~0292-031-21~~ ~~0292-032-21~~ ~~0292-032-23~~ 0292-034-11 0292-034-15	SAN BERNARDINO FLOOD CONTROL DISTRICT		PUBLIC FACILITIES
~~RPRP-030~~	~~0136-321-14~~	~~DIANNE L. LINCOLN AND RANDALL S. LINCOLN~~	~~DIANNE L. LINCOLN RANDALL S. LINCOLN~~	~~INDUSTRIAL~~
RPRP-032	0136-401-68	~~TUSTIN CONSTRUCTION CO., INC. MAD ATOM, LLC~~	~~JOSEPH A. WALKER -----~~	INDUSTRIAL
RPRP-034	0136-431-14	~~RBI LANDSCAPE, INC. LGW EQUITY, LLC~~	~~ROBERT B. INGE -----~~	INDUSTRIAL
RPRP-035	0136-431-34	GREGORY M. ARIAS	GREGORY M. ARIAS	INDUSTRIAL
RPRP-039	0281-411-01	CALIFORNIA HOUSING FOUNDATION	STEVE VON RAJCS	COMMERCIAL
RPRP-041	0136-431-01	MARTIN ETAL.	WILLIE MARTIN, JR. MICHAEL MARTIN AALIYAH ABDULLAH GLENDA BURNETT CHARLEENA FAIRLEY	INDUSTRIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-043	0281-021-30	~~SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN BERNARDINO~~ COOLEY PROPERTIES, LP	~~OVERSIGHT BOARD: ____ JIM MORRIS ____ CAREY K. JENKINS ____ MARY O'TOOLE ____ DOUG HEADRICK ____ MARGARET HILL ____ JOHN LONGVILLE _____~~	INDUSTRIAL
RPRP-044	0281-041-29	FORD WHOLESALE CO., INC.	M L THOMAS	INDUSTRIAL
RPRP-045	0281-021-49 0281-301-19 0281-041-15 0281-431-01	CITY OF RIVERSIDE	_____	INDUSTRIAL INDUSTRIAL INDUSTRIAL INDUSTRIAL
RPRP-046	0281-041-36	REAGENT CHEMICAL & RESEARCH, INC.	C T CORPORATION SYSTEM VIVIAN IMPERIAL	ADMINISTRATIVE/ PROFESSIONAL
RPRP-047	0281-201-01	IAD HANHOUN AND SHEREEN HANHOUN	IAD HANHOUN SHEREEN HANHOUN	SINGLE FAMILY RESIDENTIAL
RPRP-048	0281-102-11	COUNTY OF SAN BERNARDINO	_____	INDUSTRIAL
RPRP-054		CALTRANS	_____	COMMERCIAL
~~RPRP-056~~	~~0292-035-01~~	~~DRC LAND CBC, LP~~	~~_____~~	~~COMMERCIAL~~

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-058	0169-281-19 ~~0169-281-23~~ 0169-362-08 0170-142-07 0170-181-44 0170-191-39 0292-034-02 0292-034-05 0292-034-08 0292-064-02	CITY OF REDLANDS	-----	COMMERCIAL ~~INDUSTRIAL~~ INDUSTRIAL PUBLIC FACILITIES PUBLIC FACILITIES PUBLIC FACILITIES COMMERCIAL COMMERCIAL COMMERCIAL PUBLIC FACILITIES
RPRP-059	0292-034-17	~~MARTIROSIAN FAMILY TRUST~~ ~~ANDRE OHANIAN TRUST~~ ~~OHANINA REVOCABLE TRUST~~	~~MARTIN MARTIROSIAN~~ ~~ANGELA MARTIROSIAN~~ ~~ANDRE OHANIAN~~ -----	COMMERCIAL
RPRP-060	0292-034-16	CHASE MANAGEMENT, INC.	H. TROY FARAHMAND	COMMERCIAL
RPRP-061	0292-064-22	STRICKLER COMMERCIAL, LLC	CORBIN STRICKLER	COMMERCIAL
RPRP-062	~~0169-261-24~~ 0169-271-44 0171-022-13 ~~0171-022-19~~	PROPERTY ONE, LLC	~~JOHN D. MCALEARNEY~~ -----	~~RESIDENTIAL~~ INDUSTRIAL RESTRICTED ~~COMMERCIAL~~
RPRP-063	0292-064-03 ~~0292-064-04~~ 0292-064-05	~~ROY L. TYRA~~ ~~LAWANNA JO TYRA~~ TYRA FAMILY TRUST	~~ROY L. TYRA~~ ~~LAWANNA JO TYRA~~ TYRA FAMILY TRUST	COMMERCIAL
RPRP-064	0292-064-12	UNITED STATES POSTAL SERVICE	-----	COMMERCIAL
~~RPRP-065~~	~~0167-401-11~~	~~MOUNTAIN VIEW INDUSTRIAL CENTER, LLC~~	~~NATIONAL CORPORATE RESEARCH, LTD.~~ ~~RICHARD AURTHUR~~	~~INDUSTRIAL~~
~~RPRP-066~~	~~0292-063-01~~	~~D.T.M. LAND COMPANY, LLC~~	~~DAVID A. MARVIN~~	~~COMMERCIAL~~
RPRP-067	0169-371-02	G & M GAPCO, LLC	HARRY O. SCHENIK	COMMERCIAL
~~RPRP-070~~	~~0169-391-03~~	~~NASSER RADPARWAR AND CAROLINE RADPARVAR~~	~~NASSER RADPARWAR~~ ~~CAROLINE RADPARVAR~~	~~COMMERCIAL~~

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-076	0169-281-34 0169-281-39	~~SHOWPROP REDLANDS, LLC~~ ~~PROPERTY ONE, LLC~~	~~GEORGE KRIKORIAN~~ -----	COMMERCIAL
RPRP-077	0169-281-45	SPIRIT MASTER FUNDING X, LLC	-----	COMMERCIAL
~~RPRP-080~~	~~0169-281-43~~	~~LONGO FAMILY TRUST~~	~~BETTY JEANNE LONGO~~	~~COMMERCIAL~~
RPRP-081	~~0169-212-20~~ 0169-212-27	ORANGE STREET PLAZA, LLC	NASEEM MOALEJ	COMMERCIAL
RPRP-082	0169-311-16	CENTENNIAL PLAZA, LLC	DONALD LAM	COMMERCIAL
RPRP-083	0169-312-01	AMCOR PROPERTIES, LLC	LOUIS T. BURCH	INDUSTRIAL
RPRP-084	0169-236-07	JAMES F. VER STEEG SR.	JAMES F. VER STEEG SR.	INDUSTRIAL
RPRP-085	0169-234-01 ~~0169-234-04~~	TODD ETAL.	S. TODD ALLEN JOY A. ALLEN ANTHONY CINQUE JODI L. CINQUE RONDAL G. ALLEN MARILYN ALLEN	INDUSTRIAL
RPRP-090	0169-321-01 0169-321-02	REDLANDS FOOTHILL GROVES	~~MANUEL MARTINEZ~~ -----	COMMERCIAL INDUSTRIAL
RPRP-091	0170-191-40	CATALINA GARDENS-RIVERSIDE, LLC	DONALD R. MARABELLA	SINGLE FAMILY RESIDENTIAL
~~RPRP-092~~	~~0170-151-28~~	~~UNIVERSITY OF REDLANDS~~	-----	~~PUBLIC FACILITIES~~
RPRP-095	0170-181-46 0170-181-49	UNION PACIFIC RAILROAD COMPANY	-----	PUBLIC FACILITIES
~~RPRP-096~~	~~0136-061-16~~	~~GABRIELLA PARRISH~~	~~GABRIELLA PADDISH~~	~~RESIDENTIAL~~
~~RPRP-097~~	~~0136-221-36~~	~~LEONARD & MARIA KNAPP~~	~~LEONARD & MARIA KNAPP~~	~~COMMERCIAL~~
~~RPRP-098~~	~~0136-321-54~~	~~HU FAMILY TRUST~~	~~HU FAMILY TRUST~~	~~COMMERCIAL~~

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-099	0136-221-41	PRIMA-MILL LLC	-----	COMMERCIAL
RPRP-100	0281-211-19	CARLOS GARCIA & ALEJANDRA NARANJO	CARLOS GARCIA & ALEJANDRA NARANJO	RESIDENTIAL
RPRP-101	0292-063-57	CHASE HOLDINGS LP	-----	COMMERCIAL
RPRP-102	0169-362-15	FRANCHISE REALTY INTERSTATE CORP	-----	COMMERCIAL
RPRP-103	0169-371-16	THOMAS O. BELL	THOMAS O. BELL	COMMERCIAL
RPRP-104	0169-271-54	NYS NORTH, LLC	-----	COMMERCIAL
RPRP-105	0169-244-37	STUART STREET REDLANDS, LLC	-----	COMMERCIAL
RPRP-106	0170-131-20	TIMOTHY BEST	TIMOTHY BEST	COMMERCIAL
RPRP-107	0170-201-19	REDLANDS PROPERTY MANAGEMENT TR.	-----	RESIDENTIAL
RPRP-108	0136-321-49	LIH INVESTMENTS, LLC	-----	INDUSTRIAL
RPRP-109	0281-102-16	VALACAL COMPANY	-----	INDUSTRIAL
RPRP-110	0141-431-12	IPT WATERMAN DC LP	-----	COMMERCIAL
RPRP-111	0139-321-40	GOSAENLEZ, LLC	-----	COMMERCIAL
RPRP-112	0136-411-10	199 EAST CENTRAL AVENUE, LLC	-----	COMMERCIAL

Minute Action

AGENDA ITEM: 10

Date: May 10, 2018

Subject:

Preview of the Hearings to Consider Adoption of Resolutions of Necessity for Parcels for the Redlands Passenger Rail Project

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

- A. Conduct a public hearing to consider condemnation of real property required for the Redlands Passenger Rail Project in the City of San Bernardino and Redlands.
- B. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Ford Wholesale Company, Inc. of San Bernardino, a California Corporation (Project No. RPRP-266L-048 and Project No. RPRP-268L-048; Assessor's Parcel Number [APN] 0281-041-29). The Resolution must be approved by at least a two-thirds majority; and
- C. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-066 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Spirit Master Funding X, LLC, a Delaware limited liability company (Project No. RPRP-505R-075; Assessor's Parcel Number [APN] 0169-281-45). The Resolution must be approved by at least a two-thirds majority; and
- D. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-067 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Orange Street Plaza, LLC, a California limited liability company (Project No. RPRP-522L-080; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority; and
- E. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-068 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: James F. Ver Steeg, Sr. (Project No. RPRP-526L-085; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority.

Background:

Steady progress has been made towards the start of construction on the Redlands Passenger Rail Project (RPRP or Project). One of the remaining critical path items is right-of-way acquisition. The San Bernardino County Transportation Authority (SBCTA) Board authorized the acquisition of property necessary for the Project in November 2016. Some parcels are being acquired through negotiated sale. The purpose of this agenda item is to present information regarding the Hearings for Resolutions of Necessity for four (4) acquisitions needed for construction of the Project which have not reached settlement. SBCTA's right-of-way agent, HDR, Inc. (HDR) presented offers to each property owner. The property owners are:

Entity: San Bernardino County Transportation Authority

- Ford Wholesale Company, Inc. of San Bernardino, a California corporation;
- Spirit Master Funding X, LLC, a Delaware limited liability company;
- Orange Street Plaza, LLC, a California limited liability company; and
- James F. Ver Steeg, Sr.

Although negotiations are ongoing, dialogue with the property owners for the parcels listed have not yet resulted in settlements and these parcels need to be acquired through eminent domain, which requires compliance with a statutorily-prescribed process. During the eminent domain process, SBCTA, through its Right-of-Way agent and/or counsel, will continue to negotiate with the property owners and attempt to achieve negotiated sales for the necessary property interests.

SBCTA is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code (CPUC) Sections 130220.5 and 130809(b). Eminent domain will allow SBCTA to obtain legal rights to the properties needed for the Project if a negotiated sale cannot be reached. Since the process takes several months, it is necessary to start this process now to ensure that the property interests are obtained to meet the scheduled start of the mainline construction in 2019.

In order to adopt the Resolutions of Necessity, SBCTA must make the four (4) findings discussed below for each of the parcels. The issue of the amount of just compensation for these property interests is not addressed by these Resolutions of Necessity and is not to be considered at the hearings. The four (4) necessary findings are:

1. The public interest and necessity require the Project.

The Project is located in/near the Cities of Loma Linda, Redlands, and San Bernardino, where if improvements are not made to implement the new passenger rail service, existing and future traffic congestion will not be mitigated. The proposed improvements are necessary to reduce existing and future traffic congestion. Congestion is reduced by increasing public transportation options.

The Project includes the following improvements:

- Adding rail service from San Bernardino Transit Center to the University of Redlands with 30 minute peak and 60 minute off-peak headways
- Safety enhancements at the Project's 26 grade crossings
- Five (5) passenger rail stations
- Replacement of four (4) bridges
- Removal and replacement of existing track structures

2. The Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

During the environmental phase of the Project alternatives analysis, multiple transit modes and supporting transit infrastructure were considered. These transit modes included diesel and battery powered locomotives, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Diesel Multiple Units (DMU). Through the environmental screening process, the use of diesel powered locomotives, or DMUs, were determined to be vehicle options that would satisfy the requirement to operate on the rehabilitated track infrastructure.

The proposed design minimizes the property required for the Project, but still requires partial acquisitions, permanent utility easements, permanent maintenance easements, and the relinquishment of access rights in some areas. HDR has had numerous communications with the property owners about their needs in order to design the Project in a manner that causes the least private injury while accomplishing the greatest public good through construction of the Project.

3. The properties sought to be acquired are necessary for the Project.

While some of the Project is being constructed within existing right-of-way, some acquisition from the subject properties is needed. For the subject properties, the following right-of-way interests are required:

- Ford Wholesale Company: A fee acquisition area is required for the passenger drop-off area, sidewalk improvements, and drainage improvements adjacent to the Tippecanoe Station. A Temporary Construction Easement (TCE) is required for construction of above improvements. A permanent easement is required to accommodate the passenger drop-off zone proposed by SBCTA to serve the station.
- Spirit Master Funding X: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.
- Orange Street Plaza: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.
- James F. Ver Steeg, Sr.: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.

4. Offers required by Section 7267.2 of the Government Code have been made to the owner or owners of record.

The subject properties were appraised and offers for the full amount of the appraisals were made to the owner or owners of record in accordance with Section 7267.2 of the Government Code.

1. The offer for the Ford Wholesale Company acquisition was presented on 12/26/17.
2. The offer for the Spirit Master Funding X acquisition was presented on 12/7/17
3. The offer for the Orange Street Plaza acquisition was presented on 10/16/17.
4. The offer for the James F. Ver Steeg, Sr. acquisition was presented on 10/27/17.

Upon completion of the Project, SBCTA will retain and transfer properties acquired for this Project to the appropriate City for those real property interests that will be incorporated into a City facility.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the Resolutions.

Responsible Staff:

Andres Ramirez, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 11

Date: May 10, 2018

Subject:

RPRP - Increase Contingency for Future DMU Vehicle Modification

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve an increase in the amount of contingency authorized for Contract No. 16-1001531 with Stadler US Inc., for Procurement of Diesel Multiple Unit Vehicles, by \$250,000 from \$3,140,508 to \$3,390,508, to fund the cost of additional design and manufacturing efforts to facilitate future installation of retractable steps to accommodate Metrolink's legacy station 8-inch platform height.

Background:

In November 2017, the San Bernardino County Transportation Authority (SBCTA) Board approved Contract No. 16-1001531 with Stadler US, Inc. (Stadler) to purchase three (3) Diesel Multiple Unit (DMU) vehicles, also known as hybrid-rail vehicles, which will be used for the future Arrow Service between the San Bernardino Transit Center and the University Station in Redlands upon completion of the Redlands Passenger Rail Project (RPRP). The design of RPRP provides for level boarding at the DMU platforms which requires the platform be constructed 23.5-inches above the top of rail. Concurrent with the vehicle procurement and RPRP design, SBCTA has been studying the ability to integrate the use of DMU vehicles into the existing Metrolink service as a way to provide more bi-directional rail service in San Bernardino County as part of the Hybrid Rail Study. One potential challenge to expanding the DMU service area was determining a method to board passengers onto the 23.5-inch floor level of a DMU from an existing Metrolink platform that is 8-inches above top of rail. In the blended service scenarios, both Metrolink locomotive hauled coaches and DMU vehicles would need to provide access to the existing Metrolink station platforms.

In order to allow for safe boarding and meet Americans with Disabilities Act (ADA) and Federal Transit Administration level-boarding requirements, modifications to these legacy station platforms and/or DMU vehicles is required. One possible solution proposed to meet some of these requirements is a retractable intermediate step at 15-inches above top of rail, to bridge the vertical distance between the DMU floor and the 8-inch legacy platform. The step must be retractable and extend only when a car has stopped at a platform, as opposed to a fixed step, which would extend the car's envelope over the edge of the platforms, creating a potential hazard. While the study analyzed multiple potential solutions, staff is recommending SBCTA proceed with preparing the three (3) vehicles currently under procurement for a retrofit in the future to add a retractable step.

The requested increase in contingency of \$250,000 will provide funding for a change order to do the design and associated vehicle modifications necessary to prepare the mounting of the retractable steps in the future. Should SBCTA choose to do so, this modification will allow future operation of the cars west of the San Bernardino Transit Center instead of being restricted to the initial RPRP service area. The modifications are being recommended now as a measure to provide versatility to the purchased vehicles. Stadler has informed SBCTA that the expense of

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

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retrofitting a vehicle to accept a step after it has left the factory would be significantly higher than preparing a vehicle with the retractable step during the original manufacturing. In accordance with Section 1, General Condition 8.2 SBCTA Changes, SBCTA may obtain changes to the contract via written order to Stadler. While there is still sufficient original contingency available, staff is requesting the Board approve an increase to contingency for this change as we are in the early stages of engineering and manufacturing these vehicles and this change is a new feature of the vehicles that was not anticipated as part of the original contract scope of work.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Andres Ramirez, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Contract Summary Sheet

11.a

General Contract Information

Contract No: 16-1001531 Amendment No.: 1 Vendor No.: 03334
 Vendor/Customer Name: Stadler US, Inc. Sole Source? ☐ Yes ☒ No
 Description: RPRP - Rail Vehicles
 Start Date: 07/12/2017 Expiration Date: 06/30/2026 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 31,405,077.00	Original Contingency	\$ 3,140,508.00
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ 250,000.00
TOTAL CONTRACT VALUE	\$ 31,405,077.00	TOTAL CONTINGENCY VALUE	\$ 3,390,508.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 34,795,585.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

Invoice Warning: 20% Renewals: _____ Type: ☐ Capital ☐ PAA ☐ Other
☐ Retention: % Maximum Retention: \$ -
 Services: ☐ Construction ☐ Intrgrnt/MOU/COOP ☐ A & E Services ☐ Other Professional Services
☐ Disadvantaged Business Enterprise (DBE) Goal _____ %

Contract Management: Receivable

☐ E-76 and/or CTC Date _____ (Attach Copy) ☐ Program Supplement No.: _____
☐ Finance Letter ☐ Reversion Date: _____ ☐ EA No.: _____

All of the above MUST be submitted to FINANCE including originals, amendments and miscellaneous transaction changes

Additional Information

Project Manager: Andres Ramirez

Packet Pg. 121

Attachment: Contract Summary Sheet [Revision 1] (4631 : RPRP - Future DMU Vehicle Modification)

Minute Action

AGENDA ITEM: 12

Date: May 10, 2018

Subject:

Preview of Arrow Vehicle Interior and Exterior Design

Recommendation:

That the Transit Committee receive a preview of the interior and exterior design for the Arrow Service hybrid-rail vehicles recommended by the Omnitrans Rail Ad-Hoc Committee.

Background:

In November 2017, the Board approved Contract No. 16-1001531 with Stadler US, Inc. (Stadler) to purchase three (3) Diesel Multiple Unit (DMU) vehicles, also known as hybrid-rail vehicles, which will be used for the future Arrow Service between the San Bernardino Transit Center and the University Station in Redlands upon completion of the Redlands Passenger Rail Project (RPRP). As part of the early engineering of the vehicles, Stadler provided a series of exterior and interior designs for consideration. Omnitrans and SBCTA staff reviewed the initial designs and worked with Stadler to develop a second series of exterior designs. From this series, the selection options were refined to two (2) exterior and two (2) interior design options by Omnitrans staff, SBCTA staff, and Stadler.

The two (2) exterior design options were developed using a color palette that was selected during the development of the system and incorporate the colors of the Arrow Service logo approved by Omnitrans in 2017. The two (2) interior design options have common interior design elements, using gray for the floor covering and sidewalls on all the vehicles but two (2) different seat fabric design options. In addition, the options identified take into account:

- The color palette of the existing Omnitrans fixed-route busses;
- Aligning the exterior paint choices with individual panel pieces to reduce the likelihood of mismatched paint after repair work;
- Single colored doors to mitigate possible alignment issues with the adjoining strip and to reduce work associated with repainting doors;
- Preference towards a darker patterned fabric to reduce the visibility of stains and wear.

Although the vehicles are being procured by SBCTA, staff recommends the final approval of the interior and exterior design be done by Omnitrans as the operator and ultimate marketing agency for the Arrow Service. These interior and exterior design options will be presented to the Omnitrans Rail Ad-Hoc Committee before the SBCTA Transit Committee meets on May 10, 2018. This item will provide an opportunity for the SBCTA Transit Committee to preview the recommended interior and exterior design prior to it being presented to the Omnitrans Board for final approval.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item
May 10, 2018
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Responsible Staff:

Andres Ramirez, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

San Bernardino County Transportation Authority

RPRP – Arrow Vehicle Design

Andres Ramirez
Chief of Transit and Rail Programs



TWO EXTERIOR DESIGN OPTIONS:

- Color Palette
 - o Selected during the development of the system
 - o Incorporates the colors of the Arrow Service logo
 - o Resembles that of the existing Omnitrans fixed-route busses
- Aligns the exterior paint choices with individual panel pieces to reduce the likelihood of mismatched paint after repair work
- Single colored doors to mitigate possible alignment issues with the adjoining stripe and to reduce work associated with repainting doors

TWO INTERIOR DESIGN OPTIONS:

- Common interior design elements
- Used gray for the floor covering and sidewalls on all the vehicles
- Two (2) different seat fabrics for selection
- Preference towards a darker patterned fabric to reduce the visibility of stains and wear



Design Option Development





Minute Action

AGENDA ITEM: 13

Date: May 10, 2018

Subject:

Board Appointment to the Southern California Regional Rail Authority Board

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority, approve the appointment of Mayor R. Carey Davis, City of San Bernardino, to the Southern California Regional Rail Authority Board of Directors as an alternate member, replacing Council Member Jon Harrison, who has resigned effective May 4, 2018.

Background:

The San Bernardino County Transportation Authority (SBCTA) appoints two (2) primary members and two (2) alternate members to the Southern California Regional Rail Authority (SCRRA) Board which governs Metrolink. SCRRA is a joint powers authority made up of an 11-member Board representing the Transportation Commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Metrolink trains operate a 538 route-mile network on seven (7) routes primarily across the five-member agency's counties, with some service in north San Diego as well.

Until recently, Council Member Jon Harrison served as a SBCTA appointed alternate member on the SCRRA Board of Directors. However, with Council Member Jon Harrison's recent resignation from the Redlands City Council, and subsequently the SBCTA Board, we have a vacant SCRRA alternate member position. Mayor R. Carey Davis, City of San Bernardino, expressed interest in filling the vacant position and staff recommends the appointment of Mayor R. Carey Davis to the SCRRA Board as an alternate member.

A complete listing of SBCTA policy committees, membership and chair is attached to this agenda for reference.

Financial Impact:

This item does not impact the Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

Entity: San Bernardino County Transportation Authority

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors. (Brown Act)	<u>West Valley</u> Alan Wapner, Ontario, President (Vice Chair) L. Dennis Michael, Rancho Cucamonga Curt Hagman, Supervisor Acquanetta Warren <u>East Valley</u> Frank Navarro, Colton Darcy McNaboe, Grand Terrace (Chair MVSS) Larry McCallon, Highland James Ramos, Supervisor, Vice President (Chair) <u>Mountain/Desert</u> Robert A. Lovingood, Supervisor (Past President) Bill Jahn, Big Bear Lake (Chair MDC/TC) Joel Klink, Twentynine Palms Bill Holland, City of Hesperia	6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018
Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members. 2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member (Brown Act)	Bill Jahn, Big Bear Lake (Chair) Jon Harrison, Redlands** (Vice Chair) Frank Navarro, Colton James Ramos, Supervisor Larry McCallon, Highland* L. Dennis Michael, Rancho Cucamonga David Avila, Yucaipa Deborah Robertson, Rialto Alan Wapner, Ontario* R. Carey Davis, San Bernardino Acquanetta Warren, Fontana Ray Marquez, Chino Hills**	(6/30/2018) Indeterminate (6/30/2018) 12/31/2019 12/31/2018 Indeterminate 12/31/2019 12/31/2018 12/31/2018 Indeterminate 12/31/2019 12/31/2019 Indeterminate

Attachment: SBCTA Policy Committee Membership (4714 : Board Appointment to the SCRRA Board)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Mountain/Desert Committee Membership consists of 12 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan. (Brown Act)	Bill Jahn, Big Bear Lake (Chair) Julie McIntyre, Barstow (Vice Chair) Bill Holland, Hesperia Curt Emick, Apple Valley Rick Denison, Yucca Valley Rich Kerr, Adelanto Joel Klink, Twentynine Palms Jim Kennedy, Victorville Edward Paget, Needles James Ramos, Supervisor Janice Rutherford, Supervisor Robert A. Lovingood, Supervisor	Indeterminate (6/30/2018) Indeterminate (6/30/2018) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

Policy Committee Meeting Times

General Policy Committee
 Transit Committee
 Mountain/Desert Committee

Second Wednesday, 9:00 a.m., SBCTA Office
 Second Thursday (following the Board of Directors meeting), 9:00 a.m., SBCTA Office
 Third Friday, 9:30 a.m., Victorville, CA

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley. (Brown Act)	Board of Directors Darcy McNaboe, Grand Terrace (Chair) Rhodes “Dusty” Rigsby, Loma Linda (Vice Chair)	6/30/2018 6/30/2018

Meeting Time: Second Thursday (following the Board of Directors meeting), 9:30 a.m., SBCTA Office

I-10 and I-15 Corridor Joint Sub-Committee

Joint Sub-Committee	PURPOSE	MEMBERSHIP
I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee Members of the committee will be members of the SBCTA Board of Directors and will be appointed by the SBCTA Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SBCTA Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.	The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors. (Brown Act)	Alan Wapner, Ontario – Chair Josie Gonzales, Supervisor – Vice Chair Robert A. Lovingood, Supervisor Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Dusty Rigsby, Loma Linda Deborah Robertson, Rialto Janice Rutherford, Supervisor Jim Kennedy, Victorville Acquanetta Warren, Fontana

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) Membership consists of 11 members appointed by the SBCTA Executive Director. 5 representing Public Transit Providers 1 representing County Dept. of Public Works 2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively. 5 representing Social Service Providers	Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities; (1) Review and make recommendations on annual Unmet Transit Needs hearing findings (2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications (3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan (4) Review call for projects for Federal Transit Administration Section 5316, and 5317 grant applications (5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit (6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit (7) Receive annual reports on funded specialized programs funded through FTA Section 5316, 5317 and Measure I (8) Identify regional or county level areas of unmet needs (9) Address special grant or funding opportunities (10) Address any special issues of PASTACC voting and non-voting members (Brown Act)	Standing Membership – Morongo Basin Transit Authority, Manager * Mountain Area Regional Transit Authority, Manager * Needles Area Transit, Manager * Omnitrans, Manager * Victor Valley Transit Authority, Manager * County of San Bernardino Dept. of Public Work, Manager * At Large Membership – San Bernardino Dept. of Aging and Adult Services, Director * Foothill Aids, Director * OPARC, Director * Community Senior Services, Director * Loma Linda Medical Center, Manager	On-going On-going On-going On-going On-going On-going 5/31/2020 9/30/2020 9/30/2020 2/28/2019 5/31/2020

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

* Manager or Director may designate alternate/s

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows: A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector. B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding. C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements. E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC. In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.	The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation. The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits. (Brown Act)	Donald Driftmier (A) Thomas Gaffery (B) Wayne Hendrix (C) Norman Orfall (D) Mike Layne (E) Alan Wapner, Ex-Officio Ray Wolfe, Ex-Officio	12/31/20 12/31/20 12/31/18 12/31/18 06/30/18

SBCTA Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
Legislative In March 2013, the SBCTA Board President appointed this ad hoc committee. This committee will consist of the SBCTA Board Officers.	Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.	President – Alan Wapner, Ontario Vice President – James Ramos, Supervisor Immediate Past President – Robert Lovingood, Supervisor

Council of Governments Ad Hoc Committee In June 2016, the SBCTA Board President appointed this ad hoc committee.	To provide direction relative to the Council of Governments annual work plan.	Alan Wapner, Ontario – Chair Curt Emick, Apple Valley Josie Gonzales, Supervisor Bill Jahn, Big Bear Lake Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton James Ramos, Supervisor Janice Rutherford, Supervisor
ByLaws Ad Hoc Committee In December 2016, the Board of Directors authorized the reactivation of the Ad Hoc Committee and the President to make appointments.	To study the Bylaws and make recommendations to the Board on necessary or desirable Bylaws amendments.	Alan Wapner, Ontario Robert Lovingood, County of San Bernardino Janice Rutherford, County of San Bernardino Dusty Rigsby, Loma Linda

SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.	SBCTA's Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.	Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.
City/County Manager's Technical Advisory Committee (CCM TAC) The committee is composed of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.	SBCTA's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.	Meets on the first Thursday of each month at 10:00 AM, at SBCTA.
Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.	The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.	Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).
Project Development Teams	Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff. Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project. PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions. PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development. The PDTs are not Brown Act Committees.	Varies with the PDT.

Minute Action

AGENDA ITEM: 14

Date: May 10, 2018

Subject:

Senate Bill 1 and Transit and Intercity Rail Capital Program Competitive Application Awards

Recommendation:

Receive information on the results of Senate Bill 1 and Transit and Intercity Rail Capital Program competitive awards to San Bernardino County agencies.

Background:

As reported to the San Bernardino County Transportation Authority (SBCTA) Board in September 2017, the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1) provides the first significant, stable and on-going increase in state transportation funding in more than two (2) decades through formula allocations and various competitive programs. The Transit and Intercity Rail Capital Program (TIRCP) is funded largely by the State's Greenhouse Gas Reduction Fund (GGRF) within the Cap-and-Trade Program, but SB1 now provides an additional allocation to that program. SBCTA staff and partner agencies submitted six (6) projects requesting a total of \$409.292 million in various SB1 and TIRCP competitive programs. Below is a summary of these applications.

Project/SB1 Program	Trade Corridor Enhancement Program (TCEP)	Local Partnership Program- Competitive (LPP-C)	Solutions for Congested Corridors Program (SCCP)	Transit and Intercity Rail Capital Program (TIRCP)*	TOTAL
I-10 Corridor Contract 1 (Express Lanes) (w/ Caltrans)	\$64,000,000	\$15,000,000	\$45,000,000		\$124,000,000
Redlands Passenger Rail Project		\$17,000,000	\$65,000,000		\$82,000,000
US 395 Widening Project (w/ Caltrans)	\$24,292,000				\$24,292,000
West Valley Connector Project			\$45,000,000	\$65,000,000	\$110,000,000
Gold Line to Montclair (w/ LA Metro)				\$39,000,000	\$39,000,000
DMU to ZEMU Conversion Pilot				\$30,000,000	\$30,000,000
TOTAL	\$88,292,000	\$32,000,000	\$155,000,000	\$134,000,000	\$409,292,000

*TIRCP is funded by a combination of Cap and Trade (SB 862/ SB9) and \$250 million annually from SB1

Recommendations for SB1 and TIRCP programming were made public on April 25th and 26th of 2018. A total of \$286.86 million was recommended for SBCTA projects as follows:

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- I-10 Corridor Contract 1 (Express Lanes) - \$117.83 million of TCEP, of which \$53.83 million is from the regional portion of the program and \$64 million is from the State portion of the program.
- Redlands Passenger Rail Project - \$75.83 million, of which \$10.83 million is from LPP-C and \$65 million is from SCCP.
- US 395 Widening Project - \$24.29 million of TCEP, of which \$23.29 million is from the regional portion of the program and \$1 million is from the State portion of the program.
- Gold Line to Montclair - \$39 million of TIRCP to LA Metro for the San Bernardino County portion of the Gold Line Extension.
- Diesel Multiple Unit Vehicle to Zero-Emission or Low-Emission Vehicle Conversion Pilot Program for the Redlands Passenger Rail Corridor - \$30 million of TIRCP

Additionally, the Southern California Regional Rail Authority (SCRRA) received an allocation of \$875.708 million of TIRCP for the Southern California Optimized Rail Expansion project for improvements to the Metrolink system that could ultimately result in expansion of the San Bernardino Line through double tracking segments and signal improvements. A full list of SB1 and TIRCP awards received to date by San Bernardino County agencies is attached.

Also of note, the California Transportation Commission (CTC) staff recommendations for SB1 programming included five (5) locally-sponsored projects within San Bernardino County for a total of \$76.088 million. These projects include:

- City of Rancho Cucamonga/Caltrans, Etiwanda Avenue Grade Separation - \$60 million of TCEP from the State portion of the program.
- Town of Apple Valley, RT 18 West End Widening/Phase 1 – Apple Valley Road Realignment - \$4.45 million of LPP-C
- City of Hesperia, Ranchero Road Widening - \$3.9 million of LPP-C
- City of Highland, 3rd Street/5th Street Corridor Improvements - \$1.7 million of LPP-C
- City of Rialto, Alder Avenue/Randall Avenue Roadway Improvements - \$2.291 million of LPP-C
- City of Yucaipa/City of Calimesa - \$3.747 million of LPP-C

In its recommendations, CTC staff acknowledges that “The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.” Although SBCTA’s West Valley Connector Project did not receive funding in the first cycle of SCCP competition, the opportunity exists to apply in future cycles.

The CTC is expected to adopt the recommended SB1 programming at their May 2018 meeting. Once the program is adopted, SBCTA staff will work closely with CTC and Caltrans for funding allocation and the execution of Project Baseline Agreements as required by the SB1 Accountability and Transparency Guidelines.

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Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget. Funds awarded will be included in future year budgets as necessary.

Reviewed By:

This item is scheduled for review by the Board of Directors Metro Valley Study Session on May 10, 2018, and the Mountain/Desert Policy Committee on May 18, 2018.

Responsible Staff:

Philip Chu, Management Analyst III

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

San Bernardino County Transportation Authority

Attachment 1 - Senate Bill 1 Competitive Grant Applications and Results for San Bernardino County Agencies
as of 4/26/2018

Applicant	Project	Priority	Total Project Cost (\$M)	Request (\$M)	Result
Local Partnership Program (Taxing Authority - Competitive) - \$253M Available					
SBCTA	Redlands Passenger Rail Project	1	282.277	17.000	10.831
SBCTA	I-10 Corridor Contract 1 (Express Lanes)	2	625.400	15.000	0.000
Total				32.000	10.831
Percent of Total Available				12.6%	4.3%
Total Statewide Request				701.975	
Local Partnership Program (Local Transportation Fees - Competitive) - ~\$56M Available					
Apple Valley	Highway 18 West End Widening - Phase 1 - Apple Valley Road Realignment	N/A	8.910	4.450	4.450
Hesperia	Ranchero Road Widening Project	N/A	37.000	3.900	3.900
Highland	SR 210/Base Line Interchange Improvements	1	24.355	3.450	0.000
Highland	3rd Street/5th Street Corridor Improvements	2	7.057	1.700	1.700
Rancho Cucamonga	Advanced Traffic Management System - Phase 1	N/A	5.720	2.860	0.000
Rialto	Alder Avenue and Randall Avenue Roadway Improvements Project	N/A	4.582	2.291	2.291
San Bernardino County	Road Maintenance in the Trona and Spring Valley Lake Areas	1	6.776	3.388	0.000
San Bernardino County	Road Maintenance in the San Bernardino and Chino Areas	2	5.100	2.550	0.000
San Bernardino County	Road Maintenance in the Lucerne Valley and Phelan Areas	3	4.711	2.356	0.000
Yucaipa/Calimesa	County Line Road Transportation Corridor	N/A	10.050	3.747	3.747
Total				30.692	16.088
Percent of Total Available				54.8%	28.7%
Total Statewide Request				206.834	
Trade Corridor Enhancement Program - \$1.34B Available					
Rancho Cucamonga/Caltrans	Etiwanda Avenue Grade Separation	N/A	60.000	60.000	60.000
SBCTA/Caltrans	I-10 Corridor Contract 1 (Express Lanes)	1	625.400	64.000	117.831
SBCTA/Caltrans	US 395 Widening from SR 18 to Chamberlaine Way	2	55.321	24.292	24.292
Yucaipa/Calimesa	I-10/County Line Road Interchange	N/A	8.800	6.160	0.000
Total				154.452	202.123
Percent of Total Available				11.5%	15.1%
Total Statewide Request				1,957.38	
Solutions for Congested Corridors Program - \$1B Available					
SBCTA	Redlands Passenger Rail Project	1	282.277	65.000	65.000
SBCTA/Caltrans	I-10 Corridor Contract 1 (Express Lanes)	2	625.400	45.000	0.000
SBCTA	West Valley Connector Bus Rapid Transit Project - Phase 1	3	133.312	45.000	0.000
Total				155.000	65.000
Percent of Total Available				15.5%	6.5%
Total Statewide Request				2,535.016	
Transit and Intercity Rail Capital Program - \$2.4B Available					
High Desert Corridor JPA	High Desert Corridor Rail Project	N/A	1,760.730	1,000.000	0.000
SBCTA	Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion	1	30.000	30.000	30.000
SBCTA	West Valley Connector Bus Rapid Transit Project - Phase 1	2	221.525	65.000	0.000
LA Metro	Gold Line to Montclair	N/A	78.000	39.000	39.000
Total				1,134.000	69.000
Percent of Total Available				47.3%	2.9%
Total Statewide Request				10,920.136	
Active Transportation Program Cycle 3 Augmentation - \$136.621M Available					
Apple Valley	Apple Valley South - Safe Routes to School	N/A	4.294	3.703	3.703
Apple Valley	Bear Valley Road Class 1 Bike Path Connector	N/A	0.999	0.792	0.792
Big Bear Lake	Alpine Pedal Path Rathbun Creek Extension	N/A	0.986	0.788	0.788
Chino Hills	Los Serranos Sidewalk Infrastructure Improvements	N/A	1.603	1.603	0.000
Colton	West Colton Safe Routes to School Project	N/A	3.145	0.547	0.000
Fontana	Fontana Safe Routes to Schools Pedestrian Improvements	N/A	1.918	1.918	1.918
Fontana	San Sevaine Trail Connectivity Phase 2	N/A	1.506	4.478	0.000
Ontario	Sultana Elementary and De Anza Middle School Ped	N/A	1.506	1.278	1.278
Rancho Cucamonga	City of Rancho Cucamonga - 6th Street Cycle Track	N/A	1.573	1.305	0.000
Redlands	East Valley Corridor Bike Route Interconnect Project	N/A	2.640	0.049	0.049
Rialto	Cactus Avenue Multi-Use Path	N/A	1.760	1.260	1.260
San Bernardino County	San Sevaine Trail Phase 3	N/A	6.787	6.687	0.000
San Bernardino County	Sunburst Avenue Class II Bike Lanes, Joshua Tree	N/A	1.118	1.118	1.118
Victorville	Arrowhead Drive/Seventh Avenue Complete Streets	N/A	2.303	1.329	1.329
Yucaipa	Safe Routes to Dunlap Elementary School	N/A	0.532	0.402	0.402
Total				27.257	12.637
Percent of Total Available				20.0%	9.2%

Applicant	Project	Priority	Total Project Cost (\$M)	Request (\$M)	Result
Sustainable Communities Plannning Grants FY17/18 - \$12.5M Available					
Omnitrans	Bus Electrification Feasibility Plan	N/A		0.225	0.000
Ontario	City of Ontario Active Transportation Plan	N/A		0.400	0.000
Redlands	Redlands Transit Village Plans	N/A		0.600	0.600
Rialto	Rialto Active Transportation Plan	N/A		0.200	0.200
Rialto	Agua Mansa Industrial Corridor Comprehensive Study	N/A		0.250	0.000
SBCTA	Comprehensive Pedestrian Sidewalk Connectivity Plan	N/A		0.600	0.600
VVTA	VVTA Rural Carshare Program Study	N/A		0.071	0.000
Yucaipa	Freeway Corridor Specific Plan Update	N/A		0.219	0.000
Total				2.565	1.400
Percent of Total Available				20.5%	11.2%
Sustainable Communities Plannning Grants FY18/19 - \$17M Available (\$12M from SB 1)					
SBCTA/RCTC	Inland Empire Comprehensive Corridor Plans	N/A		0.500	5/2018
Total Request				0.500	
Percent of Total Available				2.9%	
Total Statewide Request				(Statewide list of submittals not yet available)	
Climate Change Adaptation Plannning Grants FY17/18 - \$7M Available					
SBCTA/WRCOG	Regional Climate Adaptation Toolkit for Transportation Infrastructure Phase 1	N/A		0.683	0.683
Total				0.683	0.683
Percent of Total Available				9.8%	9.8%
Climate Change Adaptation Plannning Grants FY18/19 - \$7M Available					
(Statewide list of submittals not yet available - SBCTA did not submit a grant application)					

Minute Action

AGENDA ITEM: 15

Date: May 10, 2018

Subject:

Unmet Transit Needs Public Hearings and Findings

Recommendation:

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

- A. Review the testimony from the September 2017 Unmet Transit Needs Public Hearings.
- B. Adopt Resolution No. 18-022 for Unmet Transit Needs Findings.

Background:

During September 2017, San Bernardino County Transportation Authority (SBCTA) held two (2) public hearings for the Mountain/Desert Region in San Bernardino County in response to the Transportation Development Act (TDA) requirement to obtain testimony regarding unmet transit needs that can be reasonably met (Public Utilities Code Sections 99238.5 and 99401.5). The first meeting was held on September 18, 2017, in Hesperia, covering the upper desert region, and the second meeting was held on September 28, 2017, in Joshua Tree covering the lower desert region. The governing bodies of the Victor Valley Transit Authority (VVTa) and the Morongo Basin Transit Authority (MBTA) served as the hearing boards.

Attachment A provides a summary of the testimony received for the lower desert region and the recommendations by staff. Attachment B provides a summary of the testimony received for the upper desert region and the recommendations by staff. Attachment C is Resolution No. 18-022 that contains the formal findings based upon the public hearing process.

Lower Desert

In the MBTA Service Area the following were items of concern or interest for MBTA riders:

- Increase weekend service, service coverage and expand service hours - Over the next five (5) years some of the requests will be instituted as part of the MBTA Short Range Transit Plan (SRTP). However, due to funding constraints MBTA will be working with their Board of Directors to determine the best use of their resources for future improvements.
- Bus Stop Improvements – Bus stop locations and amenities will be improved as part of MBTA's on-going bus stop improvement program. These are based on need as well as ridership usage.
- Travel Reimbursement Escort Program (TREP) – Consumers were concerned that the TREP program would be discontinued. MBTA was awarded funding for their new TREP program, and it subsequently started in January 2018.
- Appreciation of MBTA - Riders appreciated the staff and its operations.

Entity: San Bernardino County Transportation Authority

Upper Desert Region

In the VVTA Service Area the following were items of concern for VVTA riders:

- Bus Stop Improvements – VVTA, in cooperation with the cities in the service area, has completed or will complete the bus stop requests that were identified at these hearings. Several of the stops have already been improved and or will be improved in the coming year. There are a few stops that due to their location cannot be improved.
- Route, Frequency, Increased Service, Reliability and other Service Changes/Requests – Route changes, including frequency, span of service, and commuter service, will be addressed during the Fiscal Year 2018/2019 budget process. However, due to funding constraints some route improvements will be completed in Fiscal Year 2019/2020 and Fiscal Year 2020/2021.
- Direct Access Service – VVTA Transportation Reimbursement for Individuals Program (TRIP) is available as an alternative providing mileage reimbursement for volunteer drivers for clients who are unable to use fixed-route service. This will help riders who are unable to be on the bus for long periods of time.
- BV Link/Barstow – There is a recommendation to add Sunday service. However, VVTA just implemented Saturday service. Additionally, during Fiscal Year 2018/2019 they will be adding an AM and PM trip during the weekday as well as adding a stop at California State University San Bernardino.

At this time staff does not recommend any findings of unmet needs that can be reasonably met.

Financial Impact:

This item is consistent with SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the Resolution.

Responsible Staff:

Nancy Strickert, Management Analyst III

Approved
Transit Committee
Date: May 10, 2018

Witnessed By:

ATTACHMENT A

Apr 24, 2018

Unmet Transit Needs Hearings and Testimony for Fiscal Year 2017/2018

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
Weekend Service - Need weekend service - Abigail Mann, 29 Palms Resident, letter - Aita Baig, DAAS, letter - Petition for weekend service on Route 3B signed by 124 individuals.	- This request should be reviewed, along with system-wide implications for expansion of weekend service, during the next Short Range Transit Plan (S RTP) development process, probably during FY 2020/21. - MBTA's current <i>Focused S RTP – FY 16/17 to FY 19/20</i> does not propose weekend service for Route 3B. It is recommended that during the next S RTP process the MBTA review this request along with available funding to ensure that there is need and more importantly funding is available to support additional weekend service.
Increased Service Coverage - Service needed from Yucca Valley to Johnson Valley Improvement Association at least once weekly. -Aita Baig, DAAS, letter - Service needed from Yucca Valley to Pappy & Harriet's in Pioneertown. - Aita Baig, DAAS, letter	The current S RTP recommended collaboration with the voluntary organization Reach Out Morongo Basin to provide some level of service to Johnson Valley in FY 17/18, and similarly to Pioneertown. Reach Out Morongo has been providing service to Pioneertown and Johnson Valley areas for several years and most recently with a lift-equipped vehicle granted to them by MBTA's TAG program. Over the past year, Reach Out Morongo reports that trip requests from these areas have declined. No trips requests have been received during this current fiscal year. It is recommended that MBTA work with Reach Out Morongo and DAAS to ensure that the line of communication is open between these two agencies. This will help DAAS have a better understanding of transit available and Reach Out Morongo will be able to connect to the riders who are in needs of this transportation.

Attachment: Attachement A-180424 FINAL MBTA Testimony Responses [Revision 1] (4176 : Unmet Transit Needs Public Hearings and

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
- Requests a short route to Yucca Mesa to Yucca Valley; currently riders have to take a more circuitous route. - Atia Baig, DAAS, letter - Basin residents request more trips down the hill to the Palm Springs area - Aita Baig, DAAS, letter - Need service down Lear Ave in 29 Palms - Steven Vandivort, call to MBTA - Expand service to include Joshua Tree neighborhood routes - Anthony Zavala, call to MBTA - The 29 palms bus route going into Palm Springs should also stop in Desert Hot Springs - Samuel, call to SBCTA - Need fixed-route service down paved portions of Lear Avenue. - James Necessary, public testimony	- The current SRTP does not address this. The request can be reviewed in MBTA's next SRTP process. - Decreases in ridership, including on Routes 12 and 15, do not support the need to increase frequency. It is recommended that MBTA review these comments during their next SRTP process. - There is a bus stop on Route 1 located Twentynine Palms Highway at Monte Vista Avenue which is 0.1 miles west of Lear Avenue and Twentynine Palms Avenue. At this time there is insufficient demand to sustain frequent service. It is recommended that MBTA review this comment during their next SRTP process. - SRTP does not include any recommendations providing neighborhood service in Joshua Tree. It is recommended that MBTA review this request again if there is an increase in demand. - SunLine services the Coachella Valley, which includes Desert Hot Springs. MBTA currently has a MOU in place with SunLine that limits the kinds of service that can be provided in this area. As SunLine currently provides service between Palm Springs to Desert Hot Springs, MBTA riders on Routes 12/ 15 can transfer to a SunLine route to complete their trip(s). MBTA is encouraged to re-open with SunLine a transfer arrangement for the convenience of its passengers. - SRTP does not propose fixed-route service on Lear Avenue although there is a stop at Monte Vista Ave. and Twentynine Palms Highway which is 0.1 miles west of Lear at Twentynine Palms Avenue. Service down Lear Avenue can

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
- Received requests to go to Indio Courts and additional services to lower desert. - Lib Koenig, Morongo Basin Regional Council on Aging and Senior Affairs, public testimony - Need to allow transfers between Ready Ride and fixed-routes for people going to college. - Lib Koenig, public testimony	be reviewed during the next SRTP process. - MBTA service to lower desert is restricted to destinations within Palm Springs, under an agreement between MBTA and SunLine Transit. Riders must transfer onto SunLine and pay the fare to complete trips to Indio and other portions of SunLine's service area. Currently there are no plans to stop in additional areas in the lower desert but existing service connections can be clarified on MBTA's forthcoming website revision. - The current SRTP recommends implementing a Copper Mountain College Free Fare Pilot Program for Spring Semester 2017. This is expected to go forward as part of the planned countywide but targeted marketing campaign supported by SBCTA and scheduled for summer and the beginning weeks of the fall 2018 semester.
Increased Frequency and Expanded Service Hours - Increased frequency in afternoon from Yucca Valley to Morongo Valley. The bus currently only runs once and the 4:40 p.m. run is too late. - Aita Baig, DAAS, letter - Buses should run every 20 to 30 minutes - Buses should run later for people who have night-time events. - Aita Baig, DAAS, letter - Revise schedule and increase frequency on Route 7B to provide service to the college for summer and fall semesters: At the Sky Harbor bus stop: change 7:45 time to 10:45. Add a 13:45 stop. Keep the 15:45 time. - Janell Woods, call to MBTA	- The current SRTP does not include any recommendations to increase service from Yucca Valley to Morongo Valley nor has ridership reflect this need. It is recommended in the next SRTP that this is reviewed. - The current SRTP does not propose to increase frequencies on bus routes or expand evening service hours. Current ridership numbers do not support the need to increase frequency or increase the span of service. Should ridership increase, it is recommended that MBTA review the cost of increasing the service. These requests should also be reviewed during the next SRTP process. - Route 7B does not service the college. However, Route 1 Intercity routes starts at 6:00 a.m. from Yucca Valley, making its first stop at Copper Mountain College at 7:28 a.m., continuing hourly until 9:40 p.m. (2140 hrs.)

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
- Service in Twentynine Palms should start at 6:00AM - Alexa Martin, call to MBTA - Service into the Base should start earlier, about 5 a.m. to assist people working on the base. Currently you cannot get to the Commissary earlier than 7:30 a.m. - Lib Koenig, public testimony - Ready Ride for the Desert Heights region should run a half hour longer so that people can spend more time in Yucca instead of the one hour between connections. - James Necessary, public testimony - Buses should run later especially for Route 21. There are no other services for Route 21 after hours so it should run later. - James Necessary, public testimony - I wish buses would run longer such as Route 3B. - Yolanda Walker, public testimony	- The current SRTP does not include any recommendations regarding start time for Routes 3A and 3B starting one hour early at 6:00 a.m. or even earlier. During the next SRTP process these requests should be reviewed again. - The current SRTP does not propose expanding service hours for Ready Ride; this could be reviewed in the next SRTP process, - The current SRTP does not include an increase in service span at this time; this could be reviewed in the next SRTP process.
Bus Stop Amenities - The bus stop in front of two County Departments (DAAS and TAD). A bench is needed as riders have to sit on the dirt or curb. - Aita Baig, DAAS, letter - All bus stops should have benches and shelters. - Aita Baig, DAAS, letter - Shelters are needed on Hwy 62 and Lanning Ln in Morongo Valley in both directions. - Johnnie DeMarcos, call to MBTA	- Placing a bench on the property that is utilized by DAAS and TAD has been discussed and carefully reviewed. Significant ADA improvements will be necessary on the part of the county and property owner prior to the installation of any amenity or the transit agency could be liable to ADA litigation. At this time, MBTA and SBCTA are waiting for DAAS to oversee the necessary improvements before a bench and shelter can be installed that will be fully ADA compliant. - MBTA has an ongoing bus stop improvement program based on funding availability. Bus stops are considered for improvements on the following conditions; safety, accessibility and usage and improvements made in accordance with these findings and MBTAs bus stop improvement plan guidelines.

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
- Seniors would benefit from comfort stations (bathrooms) at the transfer centers. - Lib Koenig, public testimony - Would like to be able to have bicycles on the bus when coming in from Landers. Reportedly customers had to pay first. - Lib Koenig, public testimony	- MBTA has limited staffing to maintain a public restroom and a lack of physical security to monitor the area including a public restroom that may be a location for illegal activity. - Each MBTA fixed route bus (including Landers) has a two-position bike rack which is available on a first come first serve basis. There is no additional charge for customers who occupy a space on the bike rack. For safety reasons bicycles are not allowed to be physically placed inside the bus.
Transit Information - Information about bus services in Wonder Valley is not available on MBTA's website or Riders Guide. - Aita Baig, DAAS, letter - Reinstate the TREP Program for seniors in unincorporated areas. - Aita Baig, DAAS, letter - Riders should be allowed to bring more bags onboard. - Saria Bateman, letter - Seniors should ride for free. - Saria Bateman, letter	- MBTA will be updating its website via a current countywide transit marketing project through SBCTA. MBTA's service to Wonder Valley service certainly be included. The SRTF recommends updating printed materials and website information for Joshua Tree National Park service. A revised rider's guide is currently under development and being updating, anticipated for launch by September 2018. - MBTA was awarded funding to reinstate the TREP program. MBTA commenced its TREP program in January 2018. - MBTA's current policy is no more than six (6) bags with each weighing no more than 25lbs each. Additional bags may create a safety issue as the path of travel within the vehicle must be clear. There is no recommendation to change this policy at this time. - MBTA is required to meet a farebox recovery of 10%. Due to this requirement they are unable to offer free fares. However, intercity route is at a 50% discount and neighborhood at 20% for seniors and disabled.

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
New Bus Stops - Need a stop at the Neverland Child Care Center on Rotary Way near the college. - Maureen Stein, Copper Mountain Community College, call to MBTA - Need a stop at 3834 Lear Ave, Twentynine Palms, CA. - Emily Helm and Jerry Phipps, Director of Facilities and Operations, CMCC, call to MBTA - Would like to see a bus stop at Rose Eden Drive and Twentynine Palms. - Kathleen Silver, Public Testimony - Buses (highway bus, Route 21, and Palm Springs route) should stop at the Post Office. - James Necessary, public testimony - Buses should go back to serving the Verizon and Rite Aid instead of the new route that it takes since the new Wal-Mart Super Center opened. - James Necessary, public testimony	- MBTA can review each of these stops as part of their ongoing bus stop improvement, as well as include them in the future service change plans through their next SRTP. - To help with the Route 1 timing efficiencies and reduction of duplicative service, the Route 1 from Twentynine Palms takes an alternate route. It is recommended that MBTA staff include this item in the future service change through the next SRTP.
Compliment - Ready Ride service is important and appreciated but its riders; the buses are well run and the drivers are great, knowledgeable about MBTA services. - Lib Koenig, public testimony	Compliments about the service are always appreciated.

ATTACHMENT B

April 23, 2018

Unmet Transit Needs Hearings and Testimony for Fiscal Year 2017/2018

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
Increased Service Coverage - Don't discontinue service from Newberry to Barstow. - Caroline Zamora, call to SBCTA - Need bus service in the Harper Lake Rd & Santa Fe Rd. on Hinkley. - Robert Richardson, comment from TransTrak - Provide service between Phelan and Adelanto through Sheep Creek Road north to El Mirage Road East. - Michael Newmeyer, public testimony	- Service between Newberry and Barstow is provided through Route 29 as recommended through the VVTA's 2017 COMPREHENSIVE OPERATIONS ANALYSIS (COA). Route 29 is no longer a three-hour, dial-a-ride service. Route 29 is a deviated route service operating on three-hour headways. This service will not be discontinued. - Harper Lake Road and Santa Fe Avenue is located approximately 17 miles Northwest from Route 28 at Santa Fe Avenue and Hinkley Road. At this time VVTA is unable to serve as its beyond their $\frac{3}{4}$ deviation zone and there has been limited request for this service. - Fixed-route service is currently not proposed in the 2017 COA through this area due to extremely low density and related low trip demand.
New Bus Stops - Need bus stop on Sycamore at Topaz and 395. Only 2 buses run in this area: the 21 and 54 - Ronnie Moore, comment from TransTrak - Request for new bus stop for Route 101. (Attachment provided to VVTA) - Christopher Brosman, comment from TransTrak - Need a bus stop across from the current stop at Chamberlaine & Panther. Then, if someone misses the bus they can just cross the street instead of walking all the way to the next one. Eugene Summerville, comment from TransTrak	- At this time VVTA does not service this location as it is beyond their $\frac{3}{4}$ deviation zone for both routes. - The stop that is requested Goldstone Rd is located on the Fort Irwin Base, it is approximately 0.1 miles from the bus stop on Langford Lake Rd. - This request was implemented. A stop has been installed on the southside of Chamberlaine & Panther.

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
- Need a bus stop on Riverside Dr. There used to be a fixed route stop on Riverside Dr. but was removed due to lack of ridership. - Bonnie, comment from TransTrak - Bus stop needed on Ridgecrest Rd. - Mohammed K, comment from TransTrak	- This request was implemented. A shelter was installed at this location which is served on Route 1. - VVTA is unable to create a stop at this location as it would block traffic at this location.
Extend Service Hours - Requesting buses to run two more hours in the evening. - Terry Martini on behalf of Katie Tramer, public testimony - Request that Route 15 begin earlier so that it can connect with the buses that start service at 6:00 a.m. at 7th and Lorene. - Terry Martini on behalf of Katie Tramer, public testimony	- The 2017 COA Proposed Action Plan provides details on expanding service span. Year 4 (FY 2021) proposes to increase service span to one hour earlier and one hour later each day for Routes 1 through 6 and Routes 31 through 68. This implementation will be based on VVTA Board of Directors approval. It is recommended that the VVTA review this as part of their FY21 budget and potentially include as part of this process. - The 2017 COA Proposed Action Plan provides details on BV Link improvements beginning in Year 1 (FY 2018) and through subsequent years where service grows by 10% in Year 2 (FY 2019) and subsequent years. However due to budget constraints these changes will not be implemented during the next fiscal year. It is recommended to VVTA staff that they review this request and move it into FY2020.
Weekend Service - Need Fort Irwin Service on the weekends. - Tatiana Jackson, comment from TransTrak - Route 22 should run earlier on Saturdays. - Annett, comment from TransTrak	2017 COA does not recommend changes to NTC as this serves a niche market commuting to Fort Irwin. However during the next SRTP/COA process this suggestion will be reviewed again. - The 2017 COA does not propose any changes for Route 22 at this time. However, during the next SRTP/COA process this suggestion will be received again.

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
• Would like BV Link to run on Sundays. ○ Terry Martini, public testimony	• 2017 COA includes possible Sunday service on BV Link in Year 1 (FY 2018) under the Proposed Action Plan. However due to its popularity during the week day VVTA has plan in FY2019 to add another PM and AM trip. Additionally, they BV Link will be rerouted to include Cal State San Bernardino. It is recommended that VVTA review Sunday service request during the FY2020 budget process.
Bus Stop Amenities • Need benches at stops between the 395 & Johnson. Passengers stand or sit in dirt. ○ Ramona, comment from TransTrak • Need a shelter at N. Hwy 18 and Acoma. ○ Alva, comment from TransTrak • Need solar lighting for stops (near the detention center) along Apple Valley Road on Route 42. ○ Terry Martini, public testimony • Bus stops should have seats as well as something to block the rain and heat. ○ Saria Batemon, letter to SBCTA	• This is part of VVTA's flag down service area, because the location is rural in nature they are unable have any formal bus stops between 395 and Johnson. • A Simme-Seat has been installed at this location. • It is recommended that VVTA work on installing solar lights where possible on Route 42 as part of their ongoing bus stop improvements program. • It is recommended that VVTA continue to work with the their jurisdictions to implement passenger amenities as part of their ongoing bus stop improvements program.
General Comments • Expressed a concern that there is a need for transportation for people that cannot ride with the general population for too long because of comprised immune systems. ○ Ida Pladic, Van Connect, public testimony • Buses should run every 20-30 minutes instead of every hour or two.	• VVTA provides ADA Direct Access for those who have special needs. Additionally they are working with community partners to help bridge the gap on these issues. • The 2017 COA Proposed Action Plan provides details on routes that will

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
○ Saria Batemon, letter to SBCTA	potentially improve to 30-minute frequencies beginning in year 3 (FY 2020) and in subsequent years. This implementation will be based on VVTA Board of Directors approval. It is recommended that the VVTA review this as part of their FY20 budget and potentially include as part of this process.
• Elderly should be able to ride for free due to the hot and cold weather. ○ Saria Batemon, letter to SBCTA	• VVTA is mandated to keep a minimum farebox of 10% in the rural and 20% in the urbanized areas. Unfortunately they cannot offer free rides but they do continue to offer discounted fares to seniors and disabled.
• Buses need to run longer for people that work at night. ○ Saria Batemon, letter to SBCTA	• The 2017 COA Proposed Action Plan provides details on expanding service span or the hours a day when service is running. Year 4 (FY 2021) proposes to increase service span to one hour earlier and one hour later each day for Routes 1 through 6 and Routes 31 through 68. It is recommended that the VVTA review this as part of their FY2021 budget and potentially include as part of this process.

RESOLUTION NO. 18-022

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN SEPTEMBER 2017

WHEREAS, the San Bernardino County Transportation Authority (SBCTA) is the designated transportation planning agency for San Bernardino County, and is therefore, responsible for the administration of funds under the Transportation Development Act (TDA), as amended; and

WHEREAS, SBCTA adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of July 5, 2017; and

WHEREAS, SBCTA conducted two public hearings in September, 2017, to obtain testimony regarding unmet transit needs in the Mountain/Desert area of San Bernardino County; and

WHEREAS, SBCTA has given consideration to: the testimony received during the public hearing process pursuant to California Public Utilities Code (PUC) Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC), the advisory council established pursuant to PUC Section 99238; the adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand.

NOW, THEREFORE BE IT RESOLVED, that the San Bernardino County Transportation Authority hereby finds:

1. There are no unmet transit needs that can be reasonably met within the Victor Valley, Upper Desert Region of San Bernardino County.
2. There are no unmet transit needs that can be reasonably met within the Morongo Basin, Lower Desert Region of San Bernardino County.

Passed and adopted by the San Bernardino County Transportation Authority at a regular meeting held on _____.

Alan D. Wapner, SBCTA Chairperson

Attest:

SBCTA Clerk of the Board

TRANSIT COMMITTEE ATTENDANCE RECORD – 2018

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Bill Jahn City of Big Bear Lake	X	X	X	X								
Frank Navarro City of Colton	X	X	X	X								
Larry McCallon City of Highland	X	X	X	X								
Aquanetta Warren City of Montclair	X	X	X	X								
Alan Wapner City of Ontario			X	X								
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X								
Jon Harrison City of Redlands	X		X	X								
Deborah Robertson City of Rialto			X	X								
R. Carey Davis City of San Bernardino												
David Avila City of Yucaipa		X	X									
James Ramos County of San Bernardino												
Ray Marquez City of Chino Hills				X								

X = Member attended meeting. X* = Alternate member attended meeting Empty box = Member did not attend meeting.
 Crossed out box = Not a member at the time **The Transit Committee did not meet

Communication: Attendance (Additional Information)

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

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