

AGENDA

Transit Committee Meeting

May 11, 2023

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

Ray Marquez, Council Member
City of Chino Hills

Larry McCallon, Mayor
City of Highland

Vice Chair

Rick Denison, Mayor
Town of Yucca Valley

John Dutrey, Mayor
City of Montclair

Alan Wapner, Council Member
City of Ontario

Eunice Ulloa, Mayor
City of Chino

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Frank Navarro, Mayor
City of Colton

Dawn Rowe, Supervisor
County of San Bernardino

Acquanetta Warren, Mayor
City of Fontana

Joe Baca, Jr., Supervisor
County of San Bernardino

Sylvia Robles, Council Member
City of Grand Terrace

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

AGENDA

Transit Committee Meeting

**May 11, 2023
9:00 AM**

Location

SBCTA Office

First Floor Lobby Board Room

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

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

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 Ray Marquez)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Sandra Castro

Possible Conflict of Interest Issues

Pg. 10

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.

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. Items on the Consent Calendar may be removed for discussion by Board Members.

Consent - Transit

Pg. 11

2. Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company

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 - Transit

3. Amendment No. 3 to On-Call Railroad Maintenance of Way Services Contract No. 16-1001409

Pg. 13

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

Approve Amendment No. 3 to Contract No. 16-1001409 with Joshua Grading & Excavating, Inc., for On-Call Railroad Property Maintenance of Way Services, to extend the contract six (6) months, through December 31, 2023, and to increase the contract amount by \$414,822, for a new not-to-exceed total of \$6,195,000.

Presenter: Ryan Aschenbrenner

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

4. Release of Request for Proposals No. 23-1002958 for Vanpool Vehicle Providers

Pg. 19

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

Approve release of Request for Proposals No. 23-1002958 for Vanpool Vehicle Providers for SBCTA's Vanpool Subsidy Program.

Presenter: Nicole Soto

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

5. Omnitrans Short Range Transit Plan Fiscal Year 2023-2030

Pg. 21

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

A. Receive and file a presentation on the Omnitrans Short Range Transit Plan.

B. Approve the Omnitrans Short Range Transit Plan for Fiscal Year 2023-2030.

Presenter: Nancy Strickert

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

6. San Bernardino County Quarterly Multimodal Update Fiscal Year 2022/2023 Second Quarter Pg. 191

Receive and file the Second Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2022/2023.

Presenter: Nancy Strickert

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

7. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2023/2024 for Metrolink Service Pg. 220

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2023/2024, with a total SBCTA annual subsidy totaling \$47,317,986 for: Operating assistance in the amount of \$29,264,114, State of Good Repair (formerly referred to as Rehabilitation) assistance in the amount of \$15,050,752, and New Capital assistance in the amount of \$3,003,120.

B. Approve the SCRRA Fiscal Year 2023/2024 Working Capital Long Term Loan Request in the amount of \$5,330,000, contingent on the development and subsequent approval of an associated policy by the SCRRA Board of Directors and concurrence from all five (5) Member Agencies.

C. Approve the funding allocations to support funding for Recommendation A, totaling \$47,317,986, to fund SBCTA's annual subsidy of the FY 2023/2024 Budget: \$29,264,114 of Valley Local Transportation Funds (LTF), \$2,198,902 of State Transit Assistance-Operator (STA-Op) funds, \$15,559,586 of Federal Transit Administration, Section 5337 funds, and \$295,384 of Senate Bill 1 State of Good Repair – Operator (SB1 SGR-Op) funds.

D. Approve the funding allocation to support funding for Recommendation B, totaling \$5,330,000 of Valley LTF to fund SBCTA's share of the FY 2023/2024 Working Capital Long Term Loan.

E. Approve a budget amendment to the Fiscal Year 2023/2024 Budget, Task No. 0314 Transit Operations, by \$4,264,114 in Valley LTF and by \$2,198,902 in STA-Op funds for a total net increase of \$6,463,016.

F. Approve replacing \$495,652 of STA-Op funding, previously budgeted and allocated as part of the FY 2018/2019 Budget, with \$495,652 of SB1 SGR-Op funds, for a no-net increase for that fiscal year.

Presenter: Rebekah Soto

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

8. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2023/2024 for Arrow Service Pg. 299

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for the first quarter of Fiscal Year (FY) 2023/2024 for Arrow service operations, in the amount of \$6,239,915.

Agenda Item 8 (cont.)

B. Approve the funding allocation to support funding for Recommendation A, totaling \$6,239,915, to fund SBCTA's first quarter subsidy of the FY 2023/2024 Budget using Measure I Valley Metrolink/Rail Service Program funds.

Presenter: Rebekah Soto

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

9. Zero Emission Multiple Unit Delivery Update and Testing at the Transportation Technology Center

Pg. 305

Receive and file an update on the Zero Emission Multiple Unit vehicle and testing at the Transportation Technology Center in Pueblo, Colorado.

Presenter: Joy Buenaflor

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

Public Comment

Brief Comments from the General Public

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 309

Acronym List

Pg. 310

Mission Statement

Pg. 312

The next Transit Committee meeting is scheduled for June 15, 2023

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 can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

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 11, 2023

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
3	16-1001409-03	Joshua Grading & Excavating <i>Muriel Craft</i>	None
5	N/A	Omnitrans	None
7	Allocation	Southern California Regional Rail Authority	None
8	Allocation	Southern California Regional Rail Authority	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:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: May 11, 2023

Subject:

Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company

Recommendation:

Receive and file Change Order Report.

Background:

San Bernardino County Transportation Authority has two (2) ongoing construction contracts and two (2) vehicle procurement contracts related to the Transit and Rail Program. The following Construction Change Orders (CCO) were approved since the last reporting to the Transit Committee:

A. Contract No. 16-1001531 with Stadler US for Redlands Passenger Rail Project (RPRP) Diesel Multiple Units (DMU) procurement has had no CCOs executed since the last report.

B. Contract No. 17-1001705 with Flatiron West, Inc. (Flatiron) for the RPRP Mainline Construction has had the following CCOs executed since the last report:

1) CCO 288: Final claims resolution (\$2,438,017.78)

2) CCO 289: Final quantity reconciliation: (-\$104,744.17)

C. Contract No. 19-1002070 with Granite Construction Company (Granite) for the Redlands Passenger Rail Project Arrow Maintenance Facility has no CCOs executed since the last report.

D. Contract No. 20-1002310 with Stadler US for Zero Emission Multiple Unit (ZEMU) Rail Vehicle Procurement has had no CCOs executed since the last report.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Victor Lopez, Director of Transit & Rail Programs

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Rail and Transit Construction Contracts

RPRP- Vehicle Procurement From Stadler US (16-1001531)		
Executed Change Orders		
Number	Description	Amount
CCO TOTAL		\$1,015,211.83
APPROVED CONTINGENCY		\$2,070,508.00
REMAINING CONTINGENCY		\$1,055,296.17
RPRP- Mainline Construction Flatiron West, Inc (17-1001705)		
Executed Change Orders		
Number	Description	Amount
288	Final Claims Resolution	\$2,438,017.78
289	Quantity Reconciliation 09	(\$104,744.17)
CCO TOTAL		\$24,580,968.81
APPROVED CONTINGENCY		\$24,634,814.59
REMAINING CONTINGENCY		\$53,845.78
RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)		
Executed Change Orders		
Number	Description	Amount
CCO TOTAL		\$6,131,139.71
APPROVED CONTINGENCY		\$6,638,400.00
REMAINING CONTINGENCY		\$507,260.29

Minute Action

AGENDA ITEM: 3

Date: May 11, 2023

Subject:

Amendment No. 3 to On-Call Railroad Maintenance of Way Services Contract No. 16-1001409

Recommendation:

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

Approve Amendment No. 3 to Contract No. 16-1001409 with Joshua Grading & Excavating, Inc., for On-Call Railroad Property Maintenance of Way Services, to extend the contract six (6) months, through December 31, 2023, and to increase the contract amount by \$414,822, for a new not-to-exceed total of \$6,195,000.

Background:

A Notice to Proceed for Contract No. 16-1001409 was issued on June 8, 2016 for a five-year term. The Contract also provided for two optional one-year extensions, both of which were exercised by amendments to the Contract. The second extension expires on June 30, 2023.

Amendment No. 3 to Contract No. 16-1001409 extends the period of performance of the existing On-Call Railroad Property Maintenance of Way Services contract by six (6) months, through December 31, 2023, and increases the contract expense authority to pay for up to six (6) months of additional maintenance of way services.

On January 4, 2023, the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved release of Request For Proposals (RFP) No. 23-1002920 for the competitive procurement of Railroad Maintenance of Way Services to assume the maintenance of way responsibilities after the expiration of Contract No. 16-1001409. This procurement is for a five-year term, plus two optional one-year extensions, and is estimated to be not less than a \$5,000,000 contract. One of the requirements of working within SBCTA's Right of Way is that contractors have a railroad safety and reporting program as required by the Southern California Regional Rail Authority (SCRRA) for the contractor to be territory qualified, a process by which individuals successfully demonstrate proficiency of their knowledge of the railroad property as well as the numerous SCRRA safety programs, notices, procedures, and information sources applicable to effectuating railroad safety on a daily basis in response to whatever the present situation may be. If being SCRRA territory qualified were a prerequisite of the RFP, then the procurement would be less competitive, being limited to only those contractors who are already working in the railroad right-of-way either for SCRRA or one or more of the SCRRA member agencies.

To ensure a competitive procurement process, the RFP allows the proposer to get SCRRA territory qualified after being awarded the contract. This potential territory qualification period combined with allowing for a six week period to advertise the RFP, allows proposers time to fully understand the scope of work and assemble a quality proposal. However, this means that the award of the new Railroad Maintenance of Way Services contract is not anticipated until July 5, 2023. After award of the contract, the new contractor might require some time to mobilize before they are prepared to enter the right-of-way and start providing maintenance of way services.

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 11, 2023

Page 2

For these reasons, staff recommends that the Board of Directors approve Amendment No. 3 to Contract No. 16-1001409 to extend the existing railroad maintenance of way services contract by six (6) months to ensure continuity of SBCTA's maintenance of way efforts. The additional expenditure authority provided to Contract No. 16-1001409 to pay for the maintenance of way is budgeted as maintenance of way and will simply be a reallocation of the initial year's maintenance of way budget between Contract No. 23-1002920 and Contract No. 16-1001409. Once the new maintenance of way service contract is ready to proceed, a stop work notice will be issued on the existing contract and service will be rendered under the new contract.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Ryan Aschenbrenner, Right of Way Manager

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

Contract Summary Sheet

3.a

General Contract Information

Contract No: 16-1001409 Amendment No.: 3

Contract Class: Payable Department: Transit

Vendor No.: 01121 Vendor Name: JOSHUA GRADING & EXCAVATING, INC.

Description: RIGHT OF WAY MAINTENANCE SERVICES

List Any Related Contract Nos.: _____

Dollar Amount							
Original Contract		\$	4,000,000.00	Original Contingency		\$	-
Prior Amendments		\$	1,780,178.00	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	414,822.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	6,195,000.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	6,195,000.00

Contract Authorization

Board of Directors _____ Date: 6/7/2023 _____ Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? No _____ No Budget Adjustment _____

Local _____ Professional Services (Non-A&E) _____ N/A _____

Accounts Payable

Estimated Start Date: 6/1/2016 Expiration Date: 6/30/2023 Revised Expiration Date: 12/31/2023

NHS: N/A OMP/QAP: N/A Prevailing Wage: N/A

							Total Contract Funding:		Total Contingency:	
							\$	6,195,000.00	\$	-
GL:	1080	30	0314	0377	53470	48005208		109,482.48		-
GL:	4150	30	3015	0324	53470	41100000		53,000.00		-
GL:	6010	30	0313	0361	53470	48001036		13,098.54		-
GL:	1040	30	0313	0361	53470	41200000		3,922,418.98		-
GL:								-		-
GL:	1040	30	0313	0361	53470	41200000		1,682,178.00		-
GL:								-		-
GL:	1040	30	0313	0361	53470	41200000		414,822.00		-
GL:								-		-
GL:								-		-
GL:								-		-
GL:								-		-
GL:								-		-
GL:								-		-
GL:								-		-

Ryan Aschenbrenner

Project Manager (Print Name)

Victor Lopez

Task Manager (Print Name)

Additional Notes: Amendment 3 adds an option for SBCTA to extend 16-1001409 by up to six months, not to exceed December 31, 2023 and provides additional expenditure authority to finance the up to additional six months of contract term. CSS has been filled out assuming the full six months option is extended however it could be less.

Attachment: CSS - 16-1001409 - 3 [Revision 1] (9520 : Amendment No. 3 to On-Call Railroad Maintenance of Way Services Contract 16-1001409)

AMENDMENT NO. 3 TO CONTRACT NO. 16-1001409

FOR

RIGHT OF WAY MAINTENANCE SERVICES FOR

SAN BERNARDINO, SAN GABRIEL AND REDLANDS SUBDIVISIONS

(JOSHUA GRADING & EXCAVATING, INC.)

This AMENDMENT No. 3 to Contract No. 16-1001409 (this "Amendment") is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Joshua Grading & Excavating, Inc. ("CONSULTANT"). SBCTA and CONSULTANT are each a "Party" and collectively "Parties" herein.

RECITALS:

- A. SBCTA, under Contract No. 16-1001409, engaged CONSULTANT to provide right of way maintenance services for the San Bernardino, San Gabriel, and Redlands Subdivisions ("Contract"); and
- B. SBCTA and CONSULTANT amended the Contract with Amendment 1, to modify the Scope of Work and to increase the contract amount by \$98,000.00 for a total Contract Not-To-Exceed amount of \$4,098,000.00 ("Amendment 1"); and
- C. SBCTA and CONSULTANT amended the Contract with Amendment 2, to increase the contract amount by \$1,682,178.00 for a total Contract Not-To-Exceed amount of \$5,780,178, and to exercise the Contract's options to extend the Contract term through June 30, 2023.
- D. SBCTA and CONSULTANT desire to extend the Contract term for an additional six months, through December 31, 2023, and to increase the contract amount by \$414,822.00, for a total Contract Not-To-Exceed amount of \$6,195,000.00.

NOW THEREFORE, the Parties mutually agree to amend the Contract as follows:

1. Delete Section 3.4 of ARTICLE 3. "COMPENSATION" in its entirety and replace with the following:

"3.2 The total Contract Not-To-Exceed Amount is Six Million One Hundred Ninety Five Thousand Dollars (\$6,195,000.00). All Work provided under this Contract is to be performed as set forth in Scope of Work described in Exhibits A and A.1 and shall be reimbursed pursuant to Exhibits B and B.1. The hourly labor rates identified in Exhibits B and B.1 shall remain fixed for the term of this Contract and include CONSULTANT's direct labor costs, indirect costs, and profit. All expenses shall be reimbursed for the

- amounts identified in Exhibits B and B.1. Any travel expenses must be pre-approved by SBCTA and shall be reimbursed for per diem expenses at a rate not to exceed the currently authorized rates for state employees under the State Department of Personnel Administration rules. SBCTA will not reimburse CONSULTANT for any expenses not shown in Exhibits B or B.1 or agreed to and approved by SBCTA as required under this Contract.”
2. Delete the body of ARTICLE 2. "CONTRACT TERM" in its entirety and replace with the following sections:
 - “2 The Contract term shall commence upon issuance of a written Notice To Proceed (NTP) issued by SBCTA’s Procurement Analyst, and shall continue in full force and effect through December 31, 2023, until otherwise terminated, or unless extended as hereinafter provided by written amendment, except that all indemnity and defense obligations hereunder shall survive termination of this Contract. Consultant shall not be compensated for any Work performed or cost incurred prior to issuance of the NTP.”
 3. Except as amended by this Amendment No. 3, all other provisions of Contract No. 16-1001409 as previously amended shall remain in full force and effect and are incorporated herein by this reference.
 4. The Recitals set forth above are incorporated herein by this reference.
 5. This Amendment No. 3 shall be effective upon execution by SBCTA.

[Signatures on following page]

IN WITNESS WHEREOF, the Parties have duly executed this Amendment No. 3 below.

**JOSHUA GRADING & EXCAVATING, INC. SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: _____
Tom Craft
Owner

By: _____
Art Bishop
President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

Date: _____

CONCURRENCE:

By: _____
Shaneka Morris
Procurement Manager

Date: _____

Attachment: 16-1001409-3 (9520 : Amendment No. 3 to On-Call Railroad Maintenance of Way Services Contract 16-1001409)

Minute Action

AGENDA ITEM: 4

Date: May 11, 2023

Subject:

Release of Request for Proposals No. 23-1002958 for Vanpool Vehicle Providers

Recommendation:

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

Approve release of Request for Proposals No. 23-1002958 for Vanpool Vehicle Providers for SBCTA's Vanpool Subsidy Program.

Background:

San Bernardino County Transportation Authority (SBCTA) launched a Vanpool Subsidy Program (Program), branded as SB Loop, in September 2018. The Program was identified in SBCTA's Short Range Transit Plan as an opportunity to provide an alternative commute option where transit service was not available or feasible. The program provides a monthly subsidy towards the cost of a vanpool vehicle and is defined by the following characteristics:

- a. A transit mode comprised of vans or other vehicles with seven (7) to 15 seats; and
- b. Operates at least 12 days during each calendar month for a group of five (5) to 15 individuals; and
- c. Travels at least 30 miles roundtrip directly between a home origin(s) and a regular work or post-secondary school destination(s) with the origin and/or destination being within the SBCTA jurisdictional area (San Bernardino Valley, San Bernardino Mountains, Morongo Basin and Colorado River), excluding the Victor Valley Transit Authority jurisdictional area which has its own vanpool program; and
- d. Maintains a minimum vanpool occupancy at 70 percent or higher at the time the application is submitted to SBCTA for consideration and at 50 percent or higher on a monthly basis.

SBCTA currently has a contract with one (1) vanpool vehicle provider that is set to expire on December 31, 2023, and staff is recommending the release of a new Request for Proposals (RFP) No. 23-1002958. If multiple vehicle providers bid on the RFP, staff anticipates building a bench of vanpool vehicle providers, providing SB Loop program participants multiple options to choose from. Vanpool vehicle providers are responsible for providing the vehicles to Program participants, including required Americans with Disabilities Act (ADA) modifications if requested, vehicle equipment and supplies, vehicle maintenance, emergency and non-emergency towing services, coordinating and providing emergency and non-emergency passenger transportation, maintenance facilities, employees, insurance, and other items necessary for ongoing operation and maintenance of vehicles. Program participants are responsible for additional operating costs such as fuel, express lane/toll fees, parking fees, and premium vehicle features such as onboard Global Positioning System (GPS), satellite radio, or Wi-Fi.

SBCTA provides a subsidy payment directly to the vanpool vehicle providers on a monthly basis, not to the individual vanpools. Currently, the program offers up to a \$400 subsidy per vehicle per month. Proposed in the draft Fiscal Year (FY) 2023/2024 Budget, the program will

Entity: San Bernardino County Transportation Authority

Transit Committee Agenda Item

May 11, 2023

Page 2

pay 50 percent of the lease cost up to \$600 for petroleum-fueled vehicles and \$700 for zero-emission vehicles (battery electric and hydrogen-fuel cell). This increase is consistent with subsidies offered by neighboring vanpool programs, and is recommended in the draft budget to accommodate an overall increase in vanpool vehicle rates and fuel costs. Contracts stemming from this RFP will be effective January 1, 2024, for a term of three (3) years, plus three (3) one-year option years. While rare, should new vanpool vehicle providers enter the market during the duration of the contract(s), the RFP will be re-opened utilizing the same scope of work and contract terms.

As of March 31, 2023, SBCTA had 72 vanpools operating. The program was launched utilizing Federal Transit Administration (FTA) funds through a sub-recipient agreement with Omnitrans. SBCTA reports vanpool program data, such as passenger and vehicle revenue hours and miles, and out-of-pocket expenses such as fuel, express lane fees, cleaning and parking, into the National Transit Database (NTD), all of which is collected through the program's website. Vanpool program data reported into the NTD generates FTA 5307 Urbanized Area Formula funds. In FY 2020/2021, SBCTA was allocated \$313,135 and in FY 2021/2022, \$1,114,038 was allocated, resulting in a total of \$1,427,173 of FTA 5307 for data reported into the NTD during FY 2018/2019 and FY 2019/2020. While the majority of the Program is still utilizing funds from the initial \$4 million FTA grant, staff anticipates the program will continue to generate enough revenue to sustain program operations, as well as additional revenue that can be utilized towards other transit projects in areas where the funds were generated. When FTA funds are not used, the Program is supplemented as needed with Measure I funds for miscellaneous costs, including zero-emission vehicles. Currently there are no zero-emission vehicles in the Program.

Upon approval and release of RFP No. 23-1002958 for Vanpool Vehicle Providers, staff anticipates reporting the results and draft contract(s) to the SBCTA Board of Directors in November 2023 for review and approval.

Financial Impact:

This item is consistent with the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Nicole Soto, Multimodal Mobility Programs Administrator

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: May 11, 2023

Subject:

Omnitrans Short Range Transit Plan Fiscal Year 2023-2030

Recommendation:

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

- A. Receive and file a presentation on the Omnitrans Short Range Transit Plan.
- B. Approve the Omnitrans Short Range Transit Plan for Fiscal Year 2023-2030.

Background:

San Bernardino County Transportation Authority (SBCTA) requires each transit agency to prepare a short range transit plan (SRTP), which is typically a five-year operating and capital plan. Operators update their SRTP based on current funding projections, from SBCTA, as well as performance trends analyzed through the SRTP process. Throughout the stage of the SRTP, operators will amend the plan to incorporate updated cost estimates and funding to respond to changing needs during the SRTP time frame.

Through the collaboration with SBCTA, Omnitrans' projected financial position remains balanced in both operating and capital forecast through 2030. Over the Fiscal Year (FY) period of 2023-2030, Omnitrans' projected total revenue is \$1.2 billion with total costs of \$1.2 billion. The majority cost over this time period continues to be the operational cost; however, there is an increase in capital due to Zero Emission Bus (ZEB) requirements. It is important to note that while Omnitrans staff did their due diligence in regards to project costs and service, there is still a level of uncertainty due to the unknowns caused by the pandemic.

Attachment A is the complete SRTP. During the time period of this SRTP, Omnitrans will be working on the following key components (points are from Omnitrans SRTP page 1-2):

- **Service Resumption:** Restore service to planned levels, which improves overall ease of use of the system, primarily through frequency resumption and improved transfer connectivity. This will be Omnitrans' primary focus during FY 2023 through the beginning of FY 2025.
- **sbX Purple Line (West Valley Connector Project):** Continue to partner with SBCTA on delivery of the West Valley Connector bus rapid transit line, including construction electrical charging infrastructure upgrades as the West Valley Maintenance Facility and conducting training and commission to initiate revenue service in 2025.
- **ZEB Implementation:** Furthering the implementation of ZEBs through evaluation of both battery electric and hydrogen fuel cell buses. Implement the 18 battery electric buses and in-route charging on the sbX Purple Line. Seek grant funding to further transition the fleet and related infrastructure to ZEBs.
- **Improving Frequency:** Nearly 60 percent of Omnitrans riders are on six (6) core routes. Improving frequency on these routes significantly improves ease of use and mobility for

Transit Committee Agenda Item

May 11, 2023

Page 2

the majority of Omnitrans riders and is key to attracting new riders to achieve federal, state and regional policy objectives.

- **Introducing Innovative Services:** The OmniRide microtransit service, and supporting technology, has been well received to expand access to public transit in the communities it serves. Expanding access to OmniRide and other innovative solutions will help Omnitrans deliver more mobility solutions that match the individual characteristics of the communities served.
- **Fare Technology:** Tracking fare technology changes, with a specific goal implementing open-payment solutions.
- **Enhancing Bus Stop Amenities:** Working with Joint Powers Authority partners to improve bus stop amenities as new developments are built, or through grants, to enhance the entry point to all transit trips improving both customer experience and safety.

On April 5, 2023, the Omnitrans Board of Directors approved their SRTP. SBCTA Board of Directors' approval is needed to signify the intention to fully fund the transit operator's needs. The needs of the operator will continue to be evaluated annually and an allocation will be taken to the SBCTA Board of Directors for final approval.

Financial Impact:

This item is consistent with the Proposed Fiscal Year 2023/2024 Budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:



SHORT-RANGE TRANSIT PLAN FY2023 – 2030



Message from the CEO/General Manager

While the last few years have brought unprecedented changes with the pandemic and the subsequent workforce shortage, through the Board of Directors' leadership and the hard work and dedication of the entire Omnitrans team, the Agency has emerged stronger, more resilient, more adaptable, and on strong financial footing.

Over the last two years, Omnitrans has adjusted service levels multiple times to match pandemic conditions, ridership demand, and workforce levels. We've implemented innovative OmniRide microtransit service in the communities of Chino Hills/Chino, Upland, and Bloomington. Omnitrans implemented the ConnectForward service plan designed to ensure long-term financial sustainability.

We've begun the transition toward the zero-emission bus (ZEB) fleet of the future. The Agency's first four battery electric buses went into service in 2021 with 18 more on order to support the sbX Purple Line. The Agency's first four hydrogen fuel cell buses are on order after Omnitrans successfully received \$10.5 million in competitive federal and state grants.

We've improved customer amenities. At bus stops, the Agency has added shelters, benches, and solar lights to enhance customer experience and safety, and has partnered with JPA members to construct ADA-compliant boarding areas and sidewalk improvements. Onboard, Omnitrans has installed Wi-Fi on nearly the entire fleet and replaced seats with cleaner, more comfortable, and more durable materials. We've implemented enhanced cleaning and maintenance practices to realize our "new bus standard" for the entire fleet.

As the Consolidated Transportation Services Agency (CTSA), Omnitrans has expanded the Regional Mobility Partnership (RMP) program to include funding for twelve city and non-profit partners to provide mobility services for seniors and individuals with disabilities. We've expanded our own CTSA programs to include Uber Ride, which is a 50% subsidy on Uber rides for seniors and individuals with disabilities.

Collectively, these enhancements ensure Omnitrans is delivering on its mission to *connect our community with coordinated and sustainable transit services*.

Over this planning horizon, Omnitrans seeks to build upon this established foundation. While uncertainty remains on the exact path forward, the focus areas the Agency is working to achieve within this SRTP period are clear:

- **Service Resumption:** Restore service to planned levels, which improves overall ease of use of the system, primarily through frequency resumption and improved transfer connectivity. This will be Omnitrans' primary focus during FY2023 through the beginning of FY2025.
- **sbX Purple Line (West Valley Connector project):** Continue to partner with SBCTA on delivery of the West Valley Connector bus rapid transit line, including constructing electrical charging infrastructure upgrades at the West Valley Maintenance Facility and conducting training and commissioning to initiate revenue service in 2025.

- **ZEB Implementation:** Furthering the implementation of ZEBs through evaluation of both battery electric and hydrogen fuel cell buses. Implement the 18 battery electric buses and in-route charging on the sbX Purple Line. Seek grant funding to further transition the fleet and related infrastructure to ZEBs.
- **Improving Frequency:** Nearly 60% of Omnitrans riders are on six core routes. Improving frequency on these routes significantly improves ease of use and mobility for the majority of Omnitrans riders and is key to attracting new riders to achieve federal, state, and regional policy objectives.
- **Introducing Innovative Services:** The OmniRide microtransit service and supporting technology has been well received to expand access to public transit in the communities it serves. Expanding access to OmniRide and other innovative solutions will help Omnitrans deliver more mobility solutions that match the individual characteristics of the communities we serve.
- **Fare Technology:** Tracking fare technology changes, with a specific goal of implementing open-payment solutions, is key to ease of use and regional connectivity.
- **Enhancing Bus Stop Amenities:** Working with JPA partners to improve bus stop amenities as new developments are built or through grants, to enhance the entry point to all transit trips improving both customer experience and safety.

Each of the focus areas above support the six FY2021-2025 Strategic Plan Goals: Safe & Secure Operations, Customer Experience, Organizational and Workforce Development, Finance, Long-Range Planning and Community Engagement.

Omnitrans strives to move each of these goals and focus areas forward to better connect our region and support the region path to a strong economy and meeting federal, state, and local policy objectives. Additionally, Omnitrans will utilize this plan to aggressively seek competitive funding sources to benefit the region.

Table of Contents

MESSAGE FROM THE CEO/GENERAL MANAGER.....	1
TABLE OF CONTENTS	3
LIST OF EXHIBITS.....	7
INTRODUCTION	11
BOARD OF DIRECTORS	11
OMNITRANS SENIOR LEADERSHIP TEAM	12
VISION, MISSION, VALUES & GOALS.....	12
SHORT-RANGE TRANSIT PLAN PURPOSE & CONTEXT	13
SERVICE PROFILE & DEMOGRAPHICS	14
SERVICE AREA.....	14
SERVICE AREA DEMOGRAPHICS.....	15
<i>Young & Elderly Populations.....</i>	<i>21</i>
<i>Income & Poverty</i>	<i>22</i>
RIDER DEMOGRAPHICS	24
<i>OmniAccess Riders.....</i>	<i>26</i>
POPULATION & EMPLOYMENT GROWTH.....	28
OUR SERVICES	32
ANNUAL SERVICE PLANS	32
FIXED ROUTE SERVICES	33
<i>Local Fixed Routes</i>	<i>34</i>
<i>Express Fixed Routes.....</i>	<i>35</i>
<i>Community Circulators</i>	<i>35</i>
<i>First-Last Mile Pilot Shuttles</i>	<i>35</i>
<i>Bus Rapid Transit.....</i>	<i>35</i>
<i>Fixed Route Service Characteristics</i>	<i>36</i>
DEMAND RESPONSE SERVICES	38
<i>OmniRide.....</i>	<i>39</i>
<i>OmniAccess</i>	<i>40</i>
MOBILITY SERVICES.....	41
FARE STRUCTURE.....	42
FACILITIES & FLEET.....	44
DISTRIBUTION OF SERVICES AND RIDERSHIP BY CITY	46
REGIONAL CONNECTIONS & TRANSIT PARTNERS	48
TRANSFER CENTERS/TRANSIT CENTERS.....	48
TRANSIT PARTNERS.....	50
<i>Riverside Transit Agency (RTA)</i>	<i>50</i>
<i>Victor Valley Transit Authority (VVTA).....</i>	<i>51</i>
<i>Mountain Transit.....</i>	<i>51</i>
<i>Beaumont Transit</i>	<i>51</i>
<i>Foothill Transit</i>	<i>52</i>
<i>Sunline Transit.....</i>	<i>52</i>
<i>Metrolink.....</i>	<i>52</i>
<i>FlixBus</i>	<i>53</i>
<i>Greyhound.....</i>	<i>54</i>
<i>Amtrak</i>	<i>54</i>
FEDERAL AND STATE AGENCIES	54
<i>Federal Transit Administration</i>	<i>54</i>
<i>California Transportation Commission.....</i>	<i>54</i>
<i>Caltrans</i>	<i>55</i>

Southern California Association of Governments (SCAG)	55
COUNTY AGENCIES	55
San Bernardino County Transportation Authority	55
CITY PARTNERSHIPS	55
FINANCIAL PLAN	57
FUNDING SOURCES	58
Fare Revenue	58
Local Transportation Funds	58
State Transit Assistance Funds	59
State of Good Repair	59
Low Carbon Transit Operations Program	59
FTA Formula Funds	59
Measure I Local Sales Tax for Transit	60
In-Kind Transfers	61
Advertising and Auxiliary Revenue	61
Low Carbon Fuel Standard Credits	61
OPERATING EXPENSES	62
FINANCE PLAN – CAPITAL	65
Omnitrans Capital Plan	65
Revenue Vehicles	67
Non-Revenue Vehicles	68
Information Technology	68
Transit Enhancements/Safety and Security	69
Facilities	69
SERVICE PERFORMANCE & MONITORING	74
PERFORMANCE METRICS	74
Service Warrants	74
Service Standards	76
Service KPIs	77
Business KPIs	78
CONSTRAINED PLAN	81
FIXED ROUTES	81
sbX Green Line/Route 202	81
Route 1	83
Route 2	84
Routes 3 & 4	85
Route 6	86
Route 8	87
Route 10	88
Route 14	89
Route 15	89
Route 19	90
Route 22	91
Route 61	93
Route 61-West	94
Route 61-East	95
Route 66	96
Route 67	97
Route 81	97
Route 82	99
Route 82 (Post sbX Purple Line)	100
Route 83	101
Route 84	102
Route 85	103

<i>Route 87</i>	104
<i>Route 88</i>	105
<i>Route 215</i>	106
<i>Route 290</i>	107
<i>Route 300 SB Connect</i>	108
<i>Route 305</i>	109
<i>Route 312</i>	110
<i>Route 319</i>	111
<i>Route 380 ONT Connect</i>	112
WEST VALLEY CONNECTOR	113
MICROTRANSIT	114
<i>OmniRide Chino/Chino Hills</i>	114
<i>OmniRide Upland</i>	115
<i>OmniRide Bloomington</i>	117
SERVICE LEVEL FORECASTS	118
UNCONSTRAINED PLAN	122
FREQUENCY ON THE CORE NETWORK	122
WEEKEND SERVICE ON SBX	124
LIMITED STOP MID-VALLEY SERVICE	124
OMNIRIDE SERVICES	125
HOLIDAY SERVICE	127
HAVEN AVENUE	127
OTHER ROUTE CONSIDERATIONS	129
<i>Route 16</i>	129
<i>Route 60</i>	131
<i>Route 83</i>	132
<i>Route 210</i>	133
FUTURE BRT NETWORK	134
ADDITIONAL SERVICE SPAN	135
TUNNEL TO ONTARIO INTERNATIONAL AIRPORT	135
SUMMARY OF UNCONSTRAINED PLAN	136
CONSOLIDATED TRANSPORTATION SERVICES AGENCY	137
DIRECTLY MANAGED CTSA PROGRAMS	137
REGIONAL MOBILITY PARTNERSHIP PROGRAM	138
<i>Call for Projects</i>	138
FUTURE CTSA PROGRAMS	140
<i>Resuming and Expanding Travel Training</i>	140
<i>Evaluating Fare Subsidies</i>	140
<i>Technology Enhancements</i>	140
<i>Supporting Other Innovative Services</i>	140
FARE POLICY	141
FARE POLICY REQUIREMENTS	141
FARE GOALS	142
FIXED ROUTE FARES	142
OMNIACCESS FARES	144
OMNIRIDE FARES	145
LONG-TERM FARE STRATEGY	146
TITLE VI FARE AND SERVICE EQUITY ANALYSES	147
FARE EQUITY ANALYSIS	147
<i>FY2026 Proposed Fare Increase</i>	149
<i>FY2029 Proposed Fare Increase</i>	150
<i>Fare Equity Analysis Conclusion</i>	151
SERVICE EQUITY ANALYSIS	151

Service Equity for Service Resumption151
Service Equity Analysis for the sbX Purple Line153
PUBLIC OUTREACH 154
CONNECTFORWARD PLAN154
FY2023-2030 SRTP.....157

List of Exhibits

Exhibit 1: Omnitrans' Service Area	14
Exhibit 2: Omnitrans' Service Area Population Densities	16
Exhibit 3: Omnitrans' Service Area Employment Density	16
Exhibit 4: Major Employers and Job Density in Omnitrans' Service Area	17
Exhibit 5: Omnitrans' Bivariate Map with Population and Employment	17
Exhibit 6: West Valley City Demographics	19
Exhibit 7: East Valley City Demographics	20
Exhibit 8: Percent of Youths, Ages 17 and Younger	21
Exhibit 9: Percent of Seniors, Ages 65 and Older	22
Exhibit 10: Percent of Residents below Poverty Level	23
Exhibit 11: Median Household Income	23
Exhibit 12: ABBG Fixed Route Customer Satisfaction Survey, Age & Gender, 2018-2022	24
Exhibit 13: ABBG Fixed Route Customer Satisfaction Survey, Trip Purpose & Frequency, 2018-2022	25
Exhibit 14: ABBG Fixed Route Customer Satisfaction Survey, Race/Ethnicity & Income, 2021-2022	25
Exhibit 15: ABBG Paratransit Customer Satisfaction Survey, Age & Gender, 2021	26
Exhibit 16: ABBG Paratransit Customer Satisfaction Survey, Trip Purpose & Frequency, 2021	27
Exhibit 17: ABBG Paratransit Customer Satisfaction Survey, Trip Purpose & Frequency, 2021	27
Exhibit 18: Projected Population Growth by City, 2020	28
Exhibit 19: Projected Population Growth for East Valley and West Valley, 2020	29
Exhibit 20: Projected Employment Growth by City, 2020	30
Exhibit 21: Projected Employment Growth for East Valley and West Valley	30
Exhibit 22: Projected Residential and Employment Growth	31
Exhibit 23: Omnitrans' Family of Services, FY2023	33
Exhibit 24: Omnitrans Fixed Route Services, FY2022-FY2023	34
Exhibit 25: Omnitrans Proposed sbX BRT Corridors, 2010	36
Exhibit 26: Frequency of Fixed Route Services, FY2023	37
Exhibit 27: Service Span of Fixed Route Services, FY2023	38
Exhibit 28: System Map, FY2023	40
Exhibit 29: Regional Mobility Partners, FY2023	42
Exhibit 30: OmniAccess Service Area Map and Zone Map, FY2023	43
Exhibit 31: Fare Structure for Fixed Route, FY2023	44
Exhibit 32: Fare Structure for OmniAccess, FY2023	44
Exhibit 33: Fare Structure for OmniRide, FY2023	44
Exhibit 34: Revenue Fleet, FY2023	45
Exhibit 35: Revenue Fleet Details, FY2023	45
Exhibit 36: Distribution of Services by City, West Valley	46
Exhibit 37: Distribution of Services by City, East Valley	47
Exhibit 38: Transfer Centers in Omnitrans Service Area, FY2023	48
Exhibit 39: Transit Centers in Omnitrans Service Area, FY2023	49
Exhibit 40: Omnitrans Services & Connectivity with Transit Partners	50
Exhibit 41: Omnitrans Cooperative Service Agreement with Metrolink, FY2023	53
Exhibit 42: Forecasted Operating and Capital Total Cost, Revenue and Surplus/(Deficit) by Year 2023-2030	57
Exhibit 43: Projected Ridership and Fare Revenue FY 2018 to FY2030	58
Exhibit 44: Omnitrans' Operating Revenues Forecast	61
Exhibit 45: Omnitrans' Capital Revenues Forecast	62
Exhibit 46: Omnitrans' Operating Expense Forecast	63
Exhibit 47: Omnitrans' Operating Expenses by Operating Expense Object Class for FY2023	65
Exhibit 48: Revenue Fleet Replacement Plan	68
Exhibit 49: Omnitrans' Capital Expense Forecast	70
Exhibit 50: Typical Annual Capital Formula Funding to Omnitrans	71
Exhibit 51: Typical competitive funding sources for capital projects	71
Exhibit 52: Fixed Route Service Warrants	75
Exhibit 53: Fixed Route (Local, sbX, Express, Community Circulator Service Warrants)	77
Exhibit 54: Business KPI: Cost Effectiveness, FY2022	79
Exhibit 55: Business KPI: Service Performance, FY2022	79

Exhibit 56: Business KPI: Reliability, FY2022.....	79
Exhibit 57: Business KPI: Budget, FY2022.....	80
Exhibit 58: Business KPI: Safety & Security, FY2022.....	80
Exhibit 59: Business KPI: Labor, FY2022	80
Exhibit 60: sbX Green Line/Route 202 Map	82
Exhibit 61: sbX Green Line/Route 202 Service Summary	82
Exhibit 62: Route 1 Map	83
Exhibit 63: Route 1 Service Summary.....	83
Exhibit 64: Route 2 Map	84
Exhibit 65: Route 2 Service Summary.....	85
Exhibit 66: Routes 3 & 4 Map	85
Exhibit 67: Routes 3 & 4 Service Summary.....	86
Exhibit 68: Route 6 Map	86
Exhibit 69: Route 6 Service Summary.....	87
Exhibit 70: Route 8 Map	87
Exhibit 71: Route 8 Service Summary.....	88
Exhibit 72: Route 10 Map	88
Exhibit 73: Route 10 Service Summary.....	88
Exhibit 74: Route 14 Map	89
Exhibit 75: Route 14 Service Summary.....	89
Exhibit 76: Route 15 Map	90
Exhibit 77: Route 15 Service Summary.....	90
Exhibit 78: Route 19 Map	91
Exhibit 79: Route 19 Service Summary.....	91
Exhibit 80: Route 22 Map	92
Exhibit 81: Route 22 Service Summary.....	92
Exhibit 82: Route 61 Map	93
Exhibit 83: Route 61 Service Summary.....	93
Exhibit 84: Route 61-West.....	94
Exhibit 85: Route 61-West Service Summary	94
Exhibit 86: Route 61-East Map	95
Exhibit 87: Route 61-East Service Summary.....	95
Exhibit 88: Route 66 Map	96
Exhibit 89: Route 66 Service Summary.....	96
Exhibit 90: Route 67 Map	97
Exhibit 91: Route 67 Service Summary.....	97
Exhibit 92: Route 81 Map	98
Exhibit 93: Route 81 Service Summary.....	98
Exhibit 94: Route 82 Map	99
Exhibit 95: Route 82 Service Summary.....	99
Exhibit 96: Route 82 (Post sbX Purple Line) Map	100
Exhibit 97: Route 82 (Post sbX Purple Line) Service Summary.....	101
Exhibit 98: Route 83 Map	101
Exhibit 99: Route 83 Service Summary.....	102
Exhibit 100: Route 84 Map	102
Exhibit 101: Route 84 Service Summary.....	103
Exhibit 102: Route 85 Map	103
Exhibit 103: Route 85 Service Summary.....	104
Exhibit 104: Route 87 Map	104
Exhibit 105: Route 87 Service Summary.....	105
Exhibit 106: Route 88 Map	105
Exhibit 107: Route 88 Service Summary.....	106
Exhibit 108: Route 215 Map	106
Exhibit 109: Route 215 Service Summary.....	107
Exhibit 110: Route 290 Map	107
Exhibit 111: Route 290 Service Summary.....	107
Exhibit 112: Route 300 Map	108

Exhibit 113: Route 300 Service Summary.....	108
Exhibit 114: Route 305 Map	109
Exhibit 115: Route 305 Service Summary.....	109
Exhibit 116: Route 312 Map	110
Exhibit 117: Route 312 Service Summary.....	110
Exhibit 118: Route 312 Map	111
Exhibit 119: Route 319 Service Summary.....	112
Exhibit 120: Route 380 Map	112
Exhibit 121: Route 380 Service Summary.....	113
Exhibit 122: sbX Purple Line Map	113
Exhibit 123: sbX Purple Line Service Summary.....	114
Exhibit 124: OmniRide Chino/Chino Hills Map	115
Exhibit 125: OmniRide Chino/Chino Hills Service Summary.....	115
Exhibit 126: OmniRide Upland Map	116
Exhibit 127: OmniRide Upland Service Summary.....	116
Exhibit 128: OmniRide Bloomington Map	117
Exhibit 129: OmniRide Bloomington Service Summary.....	117
Exhibit 130: Systemwide Operating Statistics	118
Exhibit 131: Total Fixed Route Operating Statistics including Directly Operated, BRT, Purchased and First-Last Mile.....	118
Exhibit 132: Motor Bus Directly Operated Operating Statistics (Local & Freeway Express)	119
Exhibit 133: sbX Operating Statistics (Green and Purple Lines)	119
Exhibit 134: Contracted Fixed Route Operating Statistics excluding First-Last Mile Shuttles.....	119
Exhibit 135: First-Last Mile Shuttle Operating Statistics	120
Exhibit 136: Total Demand Response Operating Statistics including OmniAccess, OmniRide & CTSA	120
Exhibit 137: OmniAccess Operating Statistics	120
Exhibit 138: OmniRide Operating Statistics.....	121
Exhibit 139: CTSA Costs	121
Exhibit 140: Omnitrans' Core Network Map, FY2023	123
Exhibit 141: 10-Minute Frequency on Core Network Forecast.....	123
Exhibit 142: sbX Weekend Service Forecast.....	124
Exhibit 143: Limited Stop Mid-Valley Connector Route Map.....	125
Exhibit 144: Limited Stop Mid-Valley Connector Forecast.....	125
Exhibit 145: Potential OmniRide Services	126
Exhibit 146: Potential OmniRide Services Forecast.....	126
Exhibit 147: 10-Minute Service on Haven Route Map	128
Exhibit 148: 15/30-Minute Service on Haven Forecast.....	128
Exhibit 149: Route 16 Map	130
Exhibit 150: Route 16 Service Summary.....	130
Exhibit 151: Route 60 Map	131
Exhibit 152: Route 60 Service Summary.....	131
Exhibit 153: Route 83 Map	132
Exhibit 154: Route 83 Service Summary.....	133
Exhibit 155: Route 210 Map	133
Exhibit 156: Route 210 Service Summary.....	134
Exhibit 157: Omnitrans Proposed sbX BRT Corridors, 2010.....	134
Exhibit 158: Unconstrained Plan Operating Costs.....	136
Exhibit 159: Unconstrained Plan Capital Costs.....	136
Exhibit 160: Regional Mobility Partner Funding Commitments	139
Exhibit 161: Proposed Fixed Route Fare Structure.....	143
Exhibit 162: Proposed OmniAccess Fare Structure	145
Exhibit 163: OmniAccess Service Area Map and Zone Map, FY2023	145
Exhibit 164: Proposed OmniRide Fare Structure.....	146
Exhibit 165: Proposed Fixed Route Fare Structure.....	148
Exhibit 166: Proposed OmniAccess Fare Structure	149
Exhibit 167: Proposed OmniRide Fare Structure.....	149
Exhibit 168: FY2029 Proposed Fare Increase by Type	150
Exhibit 169: Service Resumption Plan, FY2022	152

Exhibit 170: Determination of Minority and Low-Income Minority to Service Resumption Plan, FY2022	152
Exhibit 171: ConnectForward Public Meetings	154
Exhibit 172: Summary Public Comments, ConnectForward	155
Exhibit 173: Public Comments by Route, ConnectForward	156
Exhibit 174: Other Public Comments, ConnectForward	156
Exhibit 175: FY2024 Service Plan and FY2023-2030 SRTP Public Meetings	157
Exhibit 176: Summary Public Comments, FY2023-FY2030 SRTP & FY2024 Service Plan	158
Exhibit 177: SRTP Comment Breakdown.....	159
Exhibit 178: Adopted FY2023 & Proposed FY2024 Service Resumption Plan	159
Exhibit 179: FY204 Service Resumption Plan Comment Breakdown	160
Exhibit 180: Other Public Comments	160

INTRODUCTION

Omnitrans is a Joint Powers Authority (JPA) established in 1976 to provide public transportation in the San Bernardino Valley. Omnitrans' JPA includes 15 cities and the County of San Bernardino. The JPA-member cities are Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland and Yucaipa.

Board of Directors

The JPA's governing board consists of one elected official from each member city and four county supervisors. The Board of Directors sets agency policy.



John Dutrey
Chair
City of Montclair



Frank Navarro
Vice Chair
City of Colton



Jesse Armendarez
County 2nd District



Dawn Rowe
County 3rd District



Curt Hagman
County 4th District



Joe Baca Jr.
County 5th District



Eunice Ulloa
City of Chino



Cynthia Moran
City of Chino Hills



John Roberts
City of Fontana



Bill Hussey
City of Grand Terrace



Penny Lilburn
City of Highland



Ron Dailey
City of Loma Linda



Alan Wapner
City of Ontario



Kristina Scott
City of Rancho Cucamonga



Denise Davis
City of Redlands



Rafael Trujillo
City of Rialto



Helen Tran
City of San Bernardino



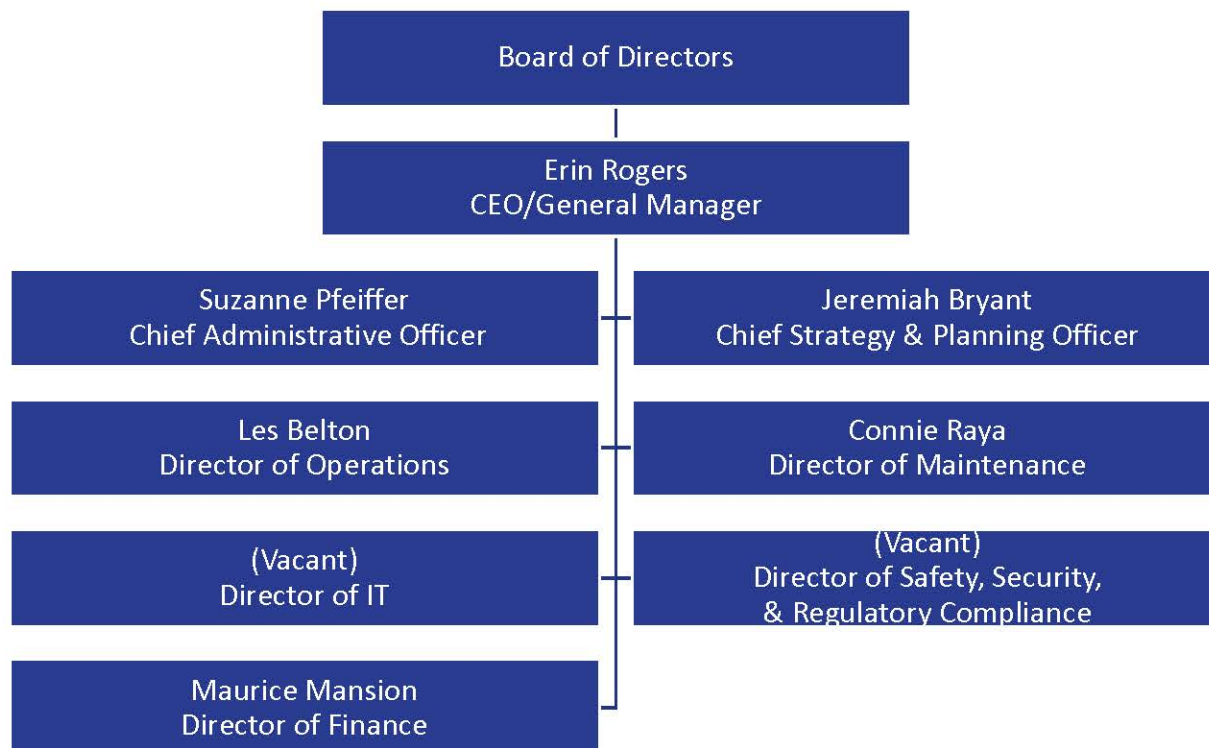
Bill Velto
City of Upland



Bobby Duncan
City of Yucaipa

Omnitrans Senior Leadership Team

Omnitrans CEO/General Manager implements the Board of Directors' policy direction and provides strategic and operational leadership to the organization. Omnitrans Senior Leadership Team (SLT) supports the CEO/General Manager by supporting and developing Agency staff, overseeing day-to-day business operations, and leading the implementation of agency initiatives. The SLT works to advance the Agency's Vision, Mission, Values and Goals.



Vision, Mission, Values & Goals

Omnitrans' Senior Leadership Team engaged with Omnitrans' Board of Directors, employees, customers, and community stakeholders to create the Fiscal Year 2021 – 2025 Strategic Plan, which was adopted by the Board of Directors in April 2021. The plan sets the Agency's vision, mission, values, and goals. It serves as the overall business plan for the organization.

Vision – Omnitrans provides innovative mobility solutions that connect our region and strengthen the economy

Mission – Omnitrans connects our community with coordinated and sustainable transit service

Values – Safety, Customer-Focused, Performance, Integrity, Innovation, Diversity, Collaboration, Leadership

Source: *Strategic Plan 2021-2025, Omnitrans*, <https://omnitrans.org/wp-content/uploads/2021/07/Omnitrans-Strategic-Plan-2021-2025.pdf>

The strategic plan defines six focused goal areas:

- **Safe and Secure Operations:** Enhance our safety culture by providing safe and secure operations, improving safety for employees and customers while responding swiftly to new and emerging conditions
- **Customer Experience:** Provide an overall customer experience that reflects reliable, responsive, and exceptional service and promotes ridership growth
- **Organizational and Workforce Development:** Develop an adaptable organization focused on employees that adjusts to changing conditions and promotes a culture of success and collaboration
- **Finance:** Expand our financial resources to support operational stability and increase service levels in strategic ways
- **Long-Range Planning:** Strengthen our leadership in creating mobility solutions in local and regional planning
- **Community Engagement:** Expand our partnerships and engage the community to be responsive to community needs and enhance Omnitrans' value in the region

The Strategic Plan is the document that guides other plans including this Short-Range Transit Plan and annual plans such as the Service Plan, Budget, Marketing Plan, and Management Plan. These annual plans link the goals in the Strategic Plan to the daily work and the operations of the organization.

Short-Range Transit Plan Purpose & Context

Omnitrans' Short-Range Transit Plan (SRTP) sets the FY2023-2030 objectives in an eight (8) year capital and operating plan. This multi-year plan documents planned funding, service levels, fare policy, service warrants and performance standards and capital projects within the context of the community and customers that Omnitrans serves.

This SRTP is developed within the context of service resumption and recovery. At the onset of the pandemic, Omnitrans implemented its emergency service deployment plan, which reduced service levels to 55% of pre-pandemic levels. In September 2020, Omnitrans implemented the planned service changes from the ConnectForward Plan, which were planned pre-pandemic to ensure long-term fiscal health.

With the adoption of the FY2022 and FY2023 Service Plans, Omnitrans developed a measured and prioritized multi-step service resumption plan. This plan has been slowly implemented as workforce levels permit. As of January 2023, Omnitrans is operating 79% of planned service. This SRTP is predicated on Omnitrans reaching full planned service levels during FY2024 as outlined in the service resumption plan.

SERVICE PROFILE & DEMOGRAPHICS

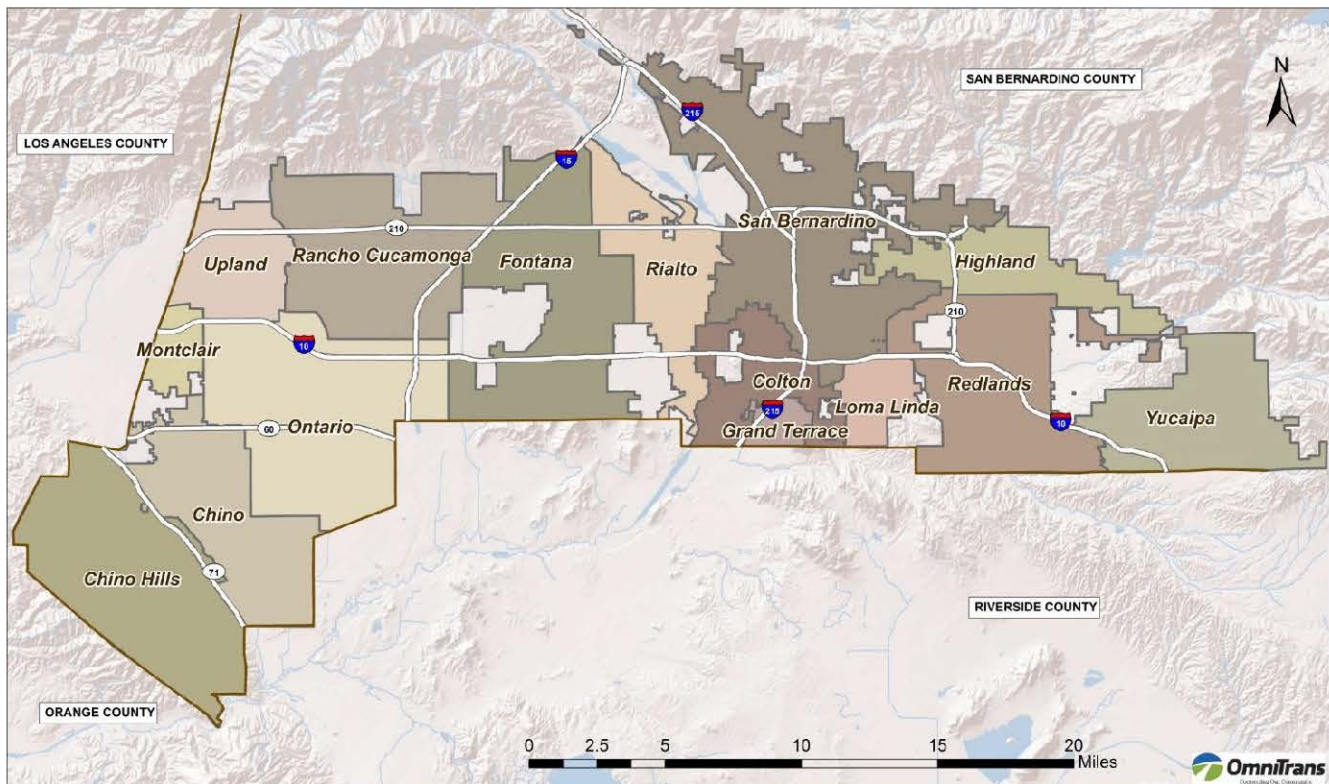
Service Area

Omnitrans serves the urbanized area in southwest San Bernardino County otherwise known as the San Bernardino Valley. Key characteristics of Omnitrans' service area include:

- Geographic Size: 466 square miles
- Population: 1.58 million residents
- Population Density: 3,390 people per square mile
- 15 JPA Member Cities: Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa
- Unincorporated County: Omnitrans provides service to the unincorporated county areas including the communities of Bloomington, Mentone, and Muscoy

Exhibit 1 maps the fifteen JPA cities Omnitrans serves.

Exhibit 1: Omnitrans' Service Area



Omnitrans directly operates service from three operating and maintenance facilities. The East Valley Division, headquartered at 1700 W. 5th Street, San Bernardino, 92411, generally serves the cities of Colton, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, San Bernardino, and Yucaipa. The West Valley Division, located at 4748 Arrow Highway Montclair, CA 91763, generally serves the cities of Chino, Chino Hills, Fontana, Montclair, Ontario, Rancho Cucamonga, and Upland. The unincorporated communities of Bloomington, Mentone, and Muscoy are in the East Valley Division. Omnitrans operates contracted services from 234 S. I St., San Bernardino CA 92410.

Service Area Demographics

The 15 JPA member cities Omnitrans serves are diverse. The location of educational institutions, population, and large employers are spread across the Omnitrans' service area and member cities.

- Colleges and Universities: California State University, San Bernardino; Chaffey College (Rancho Cucamonga, Chino, and Fontana); Loma Linda University; Crafton Hills College (Yucaipa); San Bernardino Valley College; University of Redlands
- Largest Employers: San Bernardino County; Loma Linda University Medical Center; Loma Linda VA Hospital; Arrowhead Regional Medical Center (Colton); Amazon Facilities (San Bernardino, Chino, Bloomington); Stater Bros. Markets (San Bernardino, throughout the service area); Ontario International Airport; Kaiser Permanente (Fontana); San Antonio Regional Hospital (Upland); Yaamava Resort & Casino (Highland); California State University San Bernardino; ESRI (Redlands); Patton State Hospital (San Bernardino); FedEx Ground (Bloomington); Caltrans (San Bernardino)

The following exhibits illustrate general demographic-density trends in Omnitrans' service area. The exhibits illustrate areas of key differences among population, employment and where Omnitrans' services exist.

Exhibit 2 shows the general spatial distribution of population densities over Omnitrans' service area. Resident density in the service area is not uniform. The distribution of population density is in three general areas: (1) Montclair, Ontario, Upland and Rancho Cucamonga; (2) Fontana and Rialto; and (3) San Bernardino and Highland.

Exhibit 3 illustrates employment density within the service area. The major employment density regions are in the cities of Ontario, Rancho Cucamonga, San Bernardino, Loma Linda, and Redlands.

Exhibit 4 shows where major employers are in the service area. Major employers were defined as those with at least one-hundred employees. By juxtaposing both job densities and the locations of major employers, more information about employment can be obtained.

Exhibit 5 shows a bivariate map that combines employment and residential density into one.

Exhibit 2: Omnitrans' Service Area Population Densities

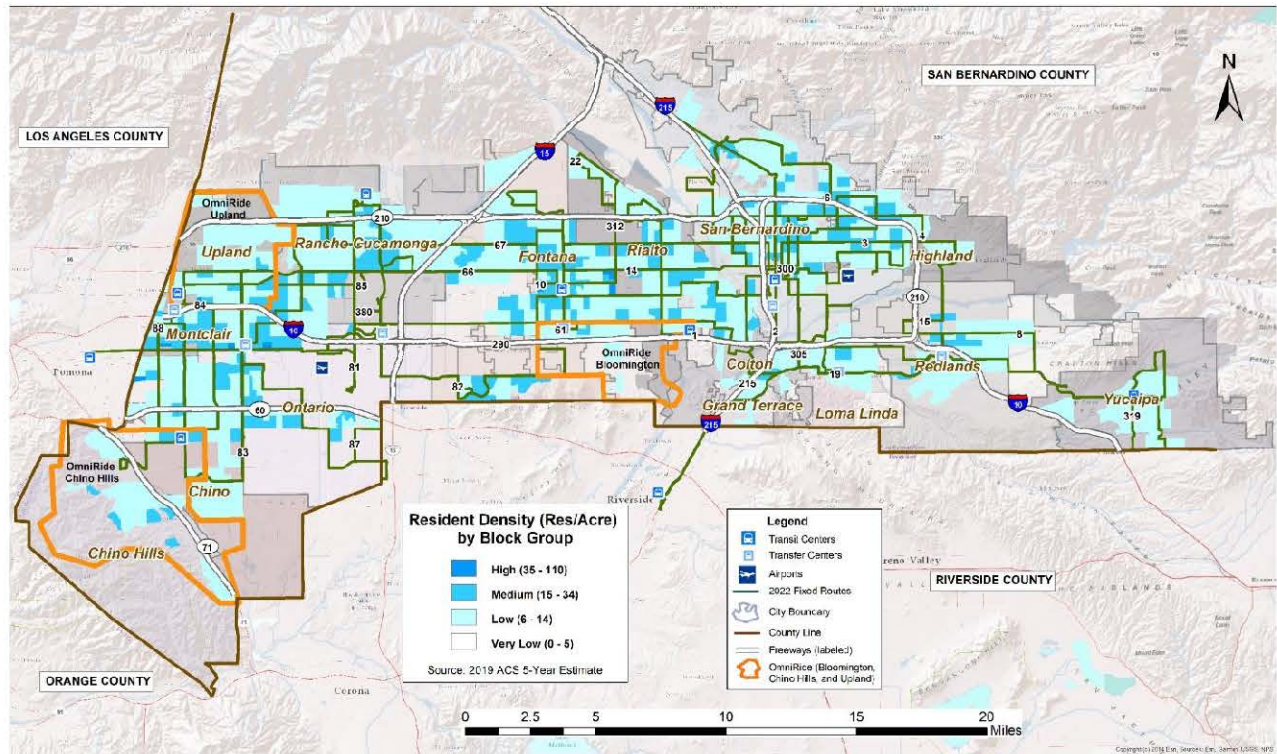


Exhibit 3: Omnitrans' Service Area Employment Density

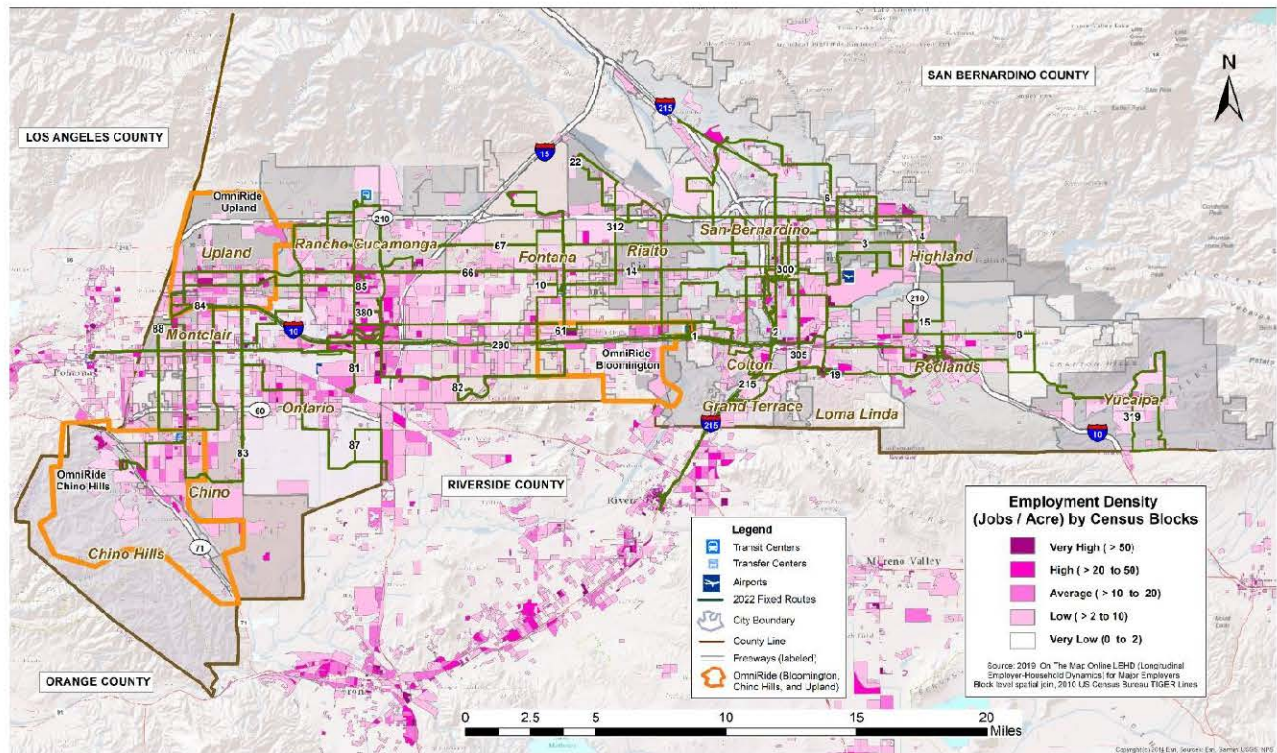


Exhibit 4: Major Employers and Job Density in Omnitrans' Service Area

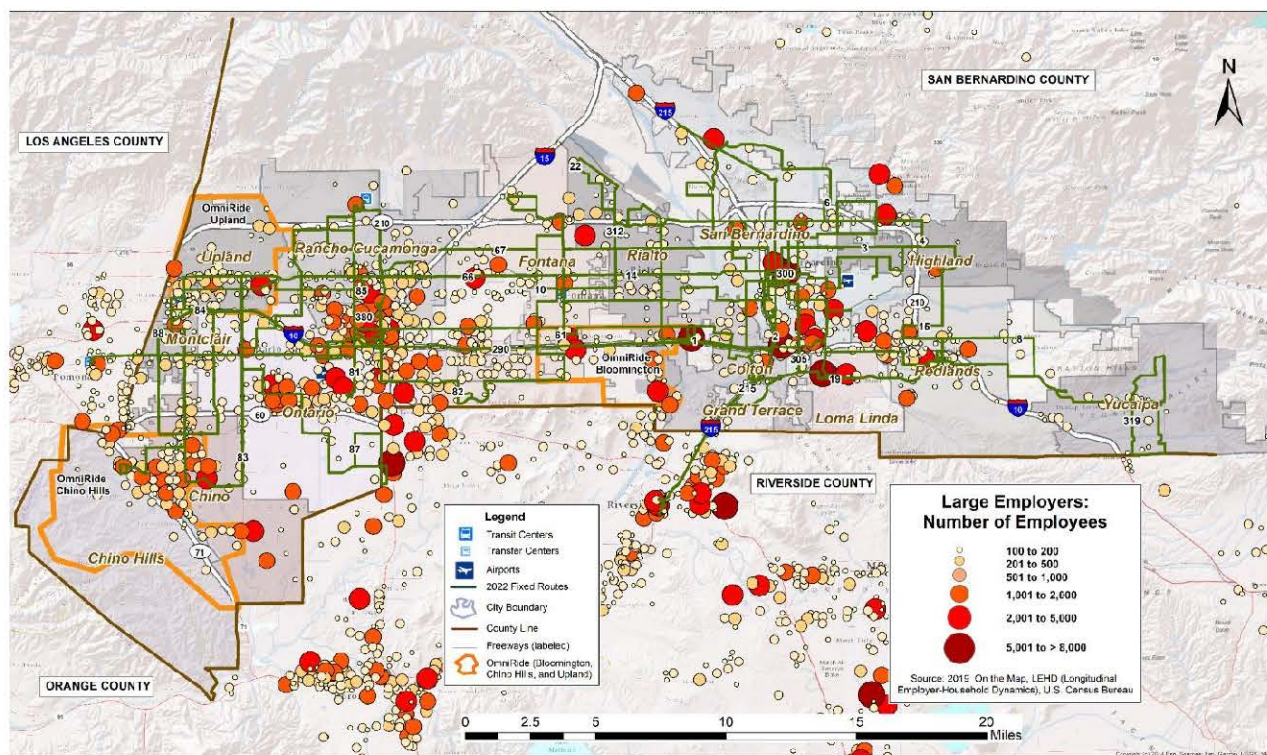
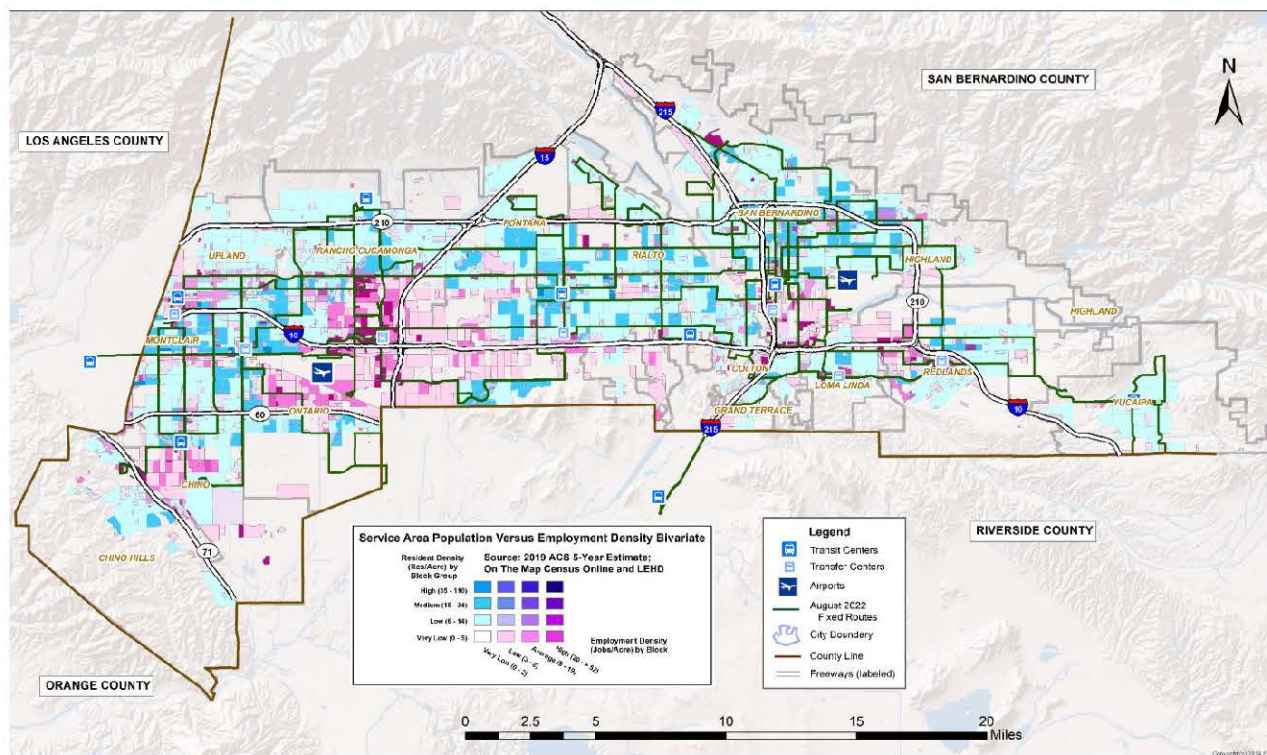


Exhibit 5: Omnitrans' Bivariate Map with Population and Employment



Demographic data at the city-level are included in this section.

Exhibit 6 shows demographic data for the West Valley cities of Chino, Chino Hills, Fontana, Montclair, Ontario, Rancho Cucamonga, and Upland.

Within West Valley, population density in the cities ranges from a low of 1,756 people per square mile in Chino Hills to a high of 6,846 people per square mile in Montclair.

Within West Valley, Montclair, the densest city in the group has the highest proportion of minorities 87.7%; the greatest amount of people below the poverty rate at 18.3%; the least income per capita at \$20,988; and the highest percentage of no vehicles available per household at 5.6%.

Within West Valley, Chino Hills has the highest income per capita at \$39,993; the highest educational attainment where 50% of the population over the age of 25 have a bachelors or higher degree; and the highest median age at 38.6.

Within West Valley, Ontario has the highest concentration of jobs compared to its population. The ratio of jobs to population ranged from a low of 0.18 jobs per person in Chino Hills to a high of 0.72 in Ontario.

Exhibit 7 shows population, household, and job statistics for the East Valley cities of Colton, Grand Terrace, Highland, Loma Linda, Redlands, Rialto, San Bernardino, and Yucaipa.

Within East Valley, population densities range from a low of 1,929 people per square mile in Yucaipa to a high of 4,318 people per square mile in Rialto.

Within East Valley, San Bernardino has the greatest amount of people below the poverty rate at 23.7%; the greatest unemployment rate at 12.1%; the lowest income per capita at \$19,322; and the highest percentage of no vehicles available per household at 10.3%.

Within East Valley, Loma Linda has the highest educational attainment where 47% of the population over the age of 25 have a bachelors or higher degree; the smallest average household size at 2.56; the lowest rate of home ownership at 35%; and the lowest unemployment rate at 5.9%.

Loma Linda has the highest concentration of jobs compared to its population. The ratio of jobs to population in East Valley ranges from a low of 0.12 jobs per person in Highland to a high of 0.89 in Loma Linda.

Exhibit 6: West Valley City Demographics

	Chino	Chino Hills	Fontana	Montclair	Ontario	Rancho Cucamonga	Upland
Population	91,403	78,411	208,393	37,865	175,265	174,453	79,040
Land Area (sq. miles)*	29.6	44.6	43.1	5.5	50.0	40.1	15.6
Population Density (per sq. mile)	3,087	1,756	4,838	6,846	3,507	4,349	5,072
Median Age*	37.3	38.6	31.2	32.1	32.3	36.8	37.6
% of Pop. by Age, Under 5	6%	6%	7%	6%	7%	7%	6%
% of Pop. by Age, 6 to 17	15%	17%	22%	20%	20%	17%	16%
% of Pop. by Age, 18 to 64	68%	65%	64%	64%	65%	65%	63%
% of Pop. by Age, 65+	11%	11%	7%	10%	9%	11%	15%
Total Housing Units	27,224	26,068	55,632	10,816	53,219	60,129	28,641
% Occupied Housing Units*	93%	95%	97%	98%	96%	96%	97%
% Home Ownership	69%	76%	68%	54%	56%	64%	56%
Avg. Household size	3.26	3.10	3.81	3.56	3.40	2.94	2.80
Median Household Income	\$86,462	\$111,251	\$78,809	\$63,442	\$71,176	\$95,020	\$79,195
Per Capita Income*	\$26,862	\$39,993	\$25,540	\$20,988	\$24,682	\$37,476	\$35,624
Mean Travel Time to Work (min)*	34.6	38.9	34.5	31.1	32.1	32.1	31.1
% Means of Transportation to work, Drive Alone*	79.3%	78.6%	77.1%	75.6%	80.6%	80.5%	76.1%
% Means of Transportation to work, Public Transit*	1.2%	0.9%	1.6%	1.7%	1.3%	1.5%	2.5%
% Means of Transportation to work, Worked at Home*	7.9%	9.1%	6.6%	3.2%	4.2%	7.1%	7.0%
% No Vehicle Available	3.4%	3.0%	3.0%	5.6%	4.1%	2.7%	3.9%
% Education Level (No Diploma, Pop. Age 25+)	11%	3%	11%	13%	12%	5%	6%
% Education Level (BA Degree or Higher, Pop. Age 25+)	26%	50%	19%	18%	19%	37%	34%
% Language at Home, English Only (adults 18+)*	58.4%	53.6%	41.2%	37.6%	43.9%	65.8%	68.0%
% Language at Home, Spanish (adults 18+)*	29.1%	13.7%	51.3%	48.7%	49.1%	19.0%	21.2%
% Minority**	76.1%	69.6%	87.1%	87.7%	83.9%	63.8%	61.4%
% Hispanic**	56.7%	28.8%	70.0%	72.2%	70.0%	37.8%	43.1%
% Low Income/Minority (LIM)**	77.4%	71.1%	88.6%	88.4%	85.1%	66.7%	64.4%
% Persons below Poverty Level*	8.4%	6.9%	11.7%	18.3%	13.3%	6.8%	11.3%
% Disabled	3%	3%	4%	5%	5%	4%	5%
% Veteran Status*	5.1%	4.5%	3.6%	2.7%	3.2%	5.6%	5.6%
Jobs	54,751	14,464	46,257	13,210	126,667	79,546	28,382
Jobs per Capita	0.60	0.18	0.22	0.35	0.72	0.46	0.36
Unemployment Rate	7.9%	6.0%	8.4%	8.4%	8.6%	6.9%	5.8%

Data obtained from SCAG's SoCal Atlas Platform, 2022 Spatial & Statistical Summary, <http://rdp.scag.ca.gov/socal-atlas>; Census Reporter, <https://censusreporter.org>; U.S. Census Bureau, 2019 ACS 5-Year Estimate

Exhibit 7: East Valley City Demographics

	Colton	Grand Terrace	Highland	Loma Linda	Redlands	Rialto	San Bernardino	Yucaipa
Population	53,909	13,150	56,999	24,791	73,168	104,026	222,101	54,54
Land Area (sq. miles)*	15.5	3.5	18.6	7.6	36.0	24.1	62.1	28.
Population Density (per sq. mile)	3,467	3,754	3,069	3,245	2,033	4,318	3,575	1,92
Median Age*	31.8	36.8	31.2	36.8	35.7	30.7	30.9	36.
% of Pop. by Age, Under 5	8%	5%	7%	6%	7%	8%	8%	7%
% of Pop. by Age, 6 to 17	20%	15%	22%	13%	16%	21%	22%	18%
% of Pop. by Age, 18 to 64	61%	65%	61%	63%	62%	63%	61%	61%
% of Pop. by Age, 65+	10%	11%	9%	18%	15%	9%	9%	15%
Total Housing Units	16,632	4,898	17,109	10,082	27,471	27,954	66,147	20,19
% Occupied Housing Units*	90%	92%	96%	89%	94%	95%	93%	94%
% Home Ownership	49%	60%	63%	35%	59%	63%	48%	72%
Avg. Household size	3.33	2.77	3.40	2.56	2.70	3.79	3.40	2.7
Median Household Income	\$56,406	\$74,002	\$69,672	\$65,428	\$81,048	\$63,039	\$49,076	\$70,23
Per Capita Income*	\$21,648	\$31,146	\$28,056	\$30,563	\$38,837	\$21,578	\$19,322	\$31,68
Mean Travel Time to Work (min)*	27.7	28.4	29.3	24.4	23.5	33.2	29.0	30.
% Means of Transportation to work, Drive Alone*	77.0%	79.0%	82.8%	73.8%	78.4%	79.3%	77.1%	82.8%
% Means of Transportation to work, Public Transit*	1.9%	1.8%	1.7%	1.4%	0.9%	1.3%	1.9%	0.2%
% Means of Transportation to work, Worked at Home*	9.0%	5.1%	3.3%	8.4%	6.9%	4.3%	3.4%	5.8%
% No Vehicle Available	4.3%	3.7%	4.6%	9.5%	5.4%	4.9%	10.3%	5.9%
% Education Level (No Diploma, Pop. Age 25+)	14%	6%	11%	6%	7%	15%	17%	7%
% Education Level (BA Degree or Higher, Pop. Age 25+)	18%	29%	24%	47%	43%	12%	13%	25%
% Language at Home, English Only (adults 18+)*	45.9%	71.1%	54.4%	56.1%	73.2%	40.6%	48.9%	72.7%
% Language at Home, Spanish (adults 18+)*	49.2%	23.3%	35.5%	16.2%	18.3%	55.9%	45.6%	21.9%
% Minority**	82.0%	62.8%	73.8%	69.0%	50.0%	90.2%	85.6%	40.7%
% Hispanic**	68.0%	48.8%	53.9%	30.2%	32.9%	75.6%	66.0%	33.6%
% Low Income/Minority (LIM)**	83.1%	65.0%	77.6%	73.3%	53.8%	91.1%	88.0%	47.6%
% Persons below Poverty Level*	15.1%	8.7%	16.6%	14.7%	10.6%	15.7%	23.7%	8.5%
% Disabled	6%	7%	5%	6%	5%	5%	7%	6%
% Veteran Status*	6.0%	7.5%	6.1%	6.2%	6.5%	3.8%	4.2%	6.2%
Jobs	23,794	2,594	6,992	22,071	37,222	32,633	111,685	8,55
Jobs per Capita	0.44	0.20	0.12	0.89	0.51	0.31	0.50	0.1
Unemployment Rate	8.6%	7.6%	9.4%	5.9%	6.4%	11.6%	12.1%	6.6%

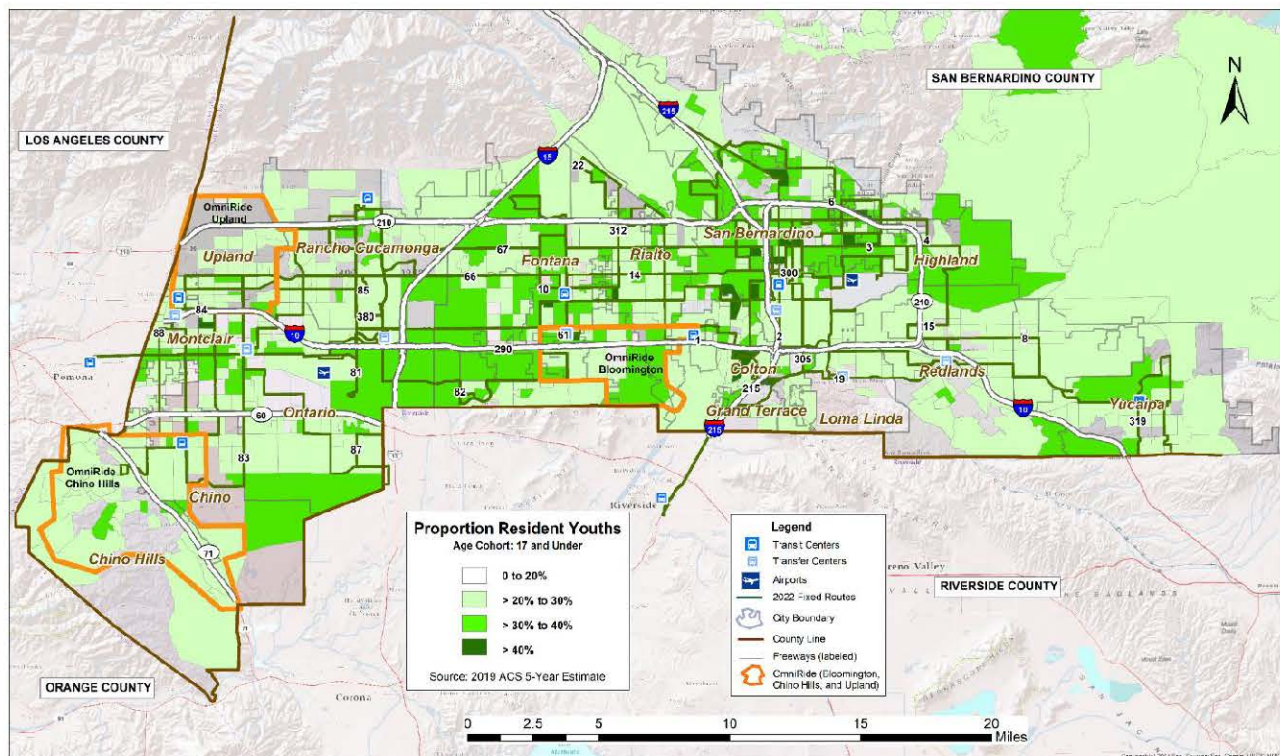
Data obtained from SCAG's SoCal Atlas Platform, 2022 Spatial & Statistical Summary, <http://rdp.scag.ca.gov/socal-atlas>; Census Reporter, <https://censusreporter.org>; U.S. Census Bureau, 2019 ACS 5-Year Estimate

Young & Elderly Populations

The geographical distribution of young and elderly populations within Omnitrans' service area is observed in this section. Age is a significant determinant of transit usage, as both younger and older segments of the population tend to be more limited in mobility choice. Areas where younger or older people cluster demographically tend to be areas of potentially greater transit demand.

While both seniors and youth are more likely to ride public transit than other age cohorts, the demand from each group is different, as demonstrated in Exhibit 8 and Exhibit 9.

Exhibit 8: Percent of Youths, Ages 17 and Younger

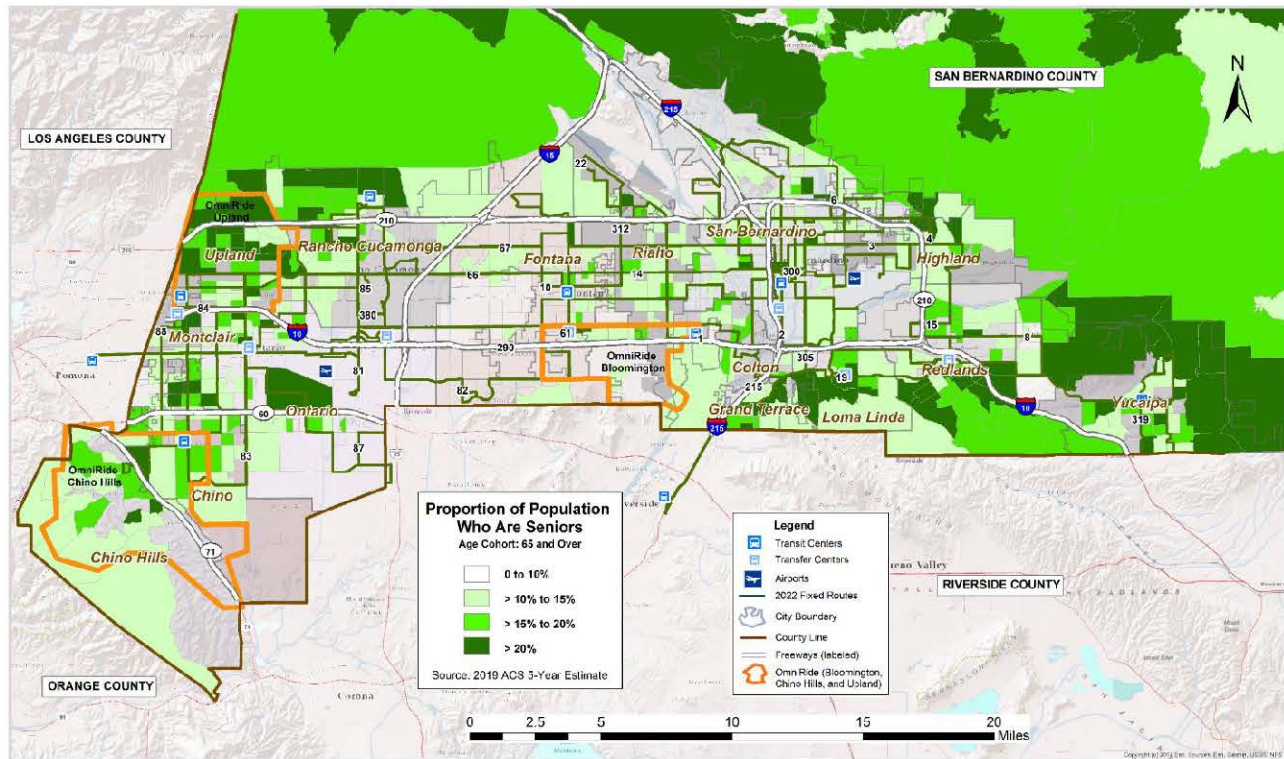


Populations with a strong skew towards youth tend to be more centrally clustered, running southwest to northeast through the service area, and with concentrations in central Ontario and in the cities of Fontana, San Bernardino, and western Highland. Strong concentrations of youths do not appear to cluster as much around the peripheral regions of the service area with the exceptions being areas of increased building of single and multi-family residential units in the Preserve community of southern Chino, adjacent to South Ontario.

Older populations tend to locate more often at the periphery of Omnitrans' service area such as in Grand Terrace, northeast Highland, Loma Linda, Redlands, Upland and Yucaipa. This indicates two divergent distributions of seniors: the more affluent population is to be found in the peripheral communities, while the less affluent population of seniors is to be found more centrally situated. The elderly population trends indicate that Omnitrans will continue to see demand growing at the edges of the service area, particularly for complementary paratransit services. While age is not a qualifying condition, age increases the likelihood of having a disability that may be a qualifying condition for complementary paratransit service eligibility.

The geospatial distribution of youth and elderly, who are more inclined to be limited on mobility options and are in both the central and periphery of the service area, presents interesting service challenges. To meet the needs of the youth and elderly the services Omnitrans offers must be tailored to the different needs of Omnitrans' target demographics.

Exhibit 9: Percent of Seniors, Ages 65 and Older



Income & Poverty

The cities on the periphery of the service area trend to greater affluence and an older demographic. In contrast, the more centrally located cities maintain the highest incidence of poverty. The City of San Bernardino has the highest rate of poverty, with 23.7% of its residents falling below poverty level. By contrast, peripherally situated cities such as Chino Hills, Grand Terrace, and Yucaipa all have levels of poverty below 10%. Exhibit 10 shows the spatial distribution of proportion of residents in Omnitrans' service area by block group who live below the poverty line.

The distribution of median household incomes within the service area confirms that more affluent populations are found at the periphery. Chino Hills and Rancho Cucamonga lead with the highest median household incomes at more than \$111,251 and \$95,020 respectively, while San Bernardino had the lowest median household income at more than \$49,076. The distribution of median household income by census block group is shown in Exhibit 11.

Exhibit 10: Percent of Residents below Poverty Level

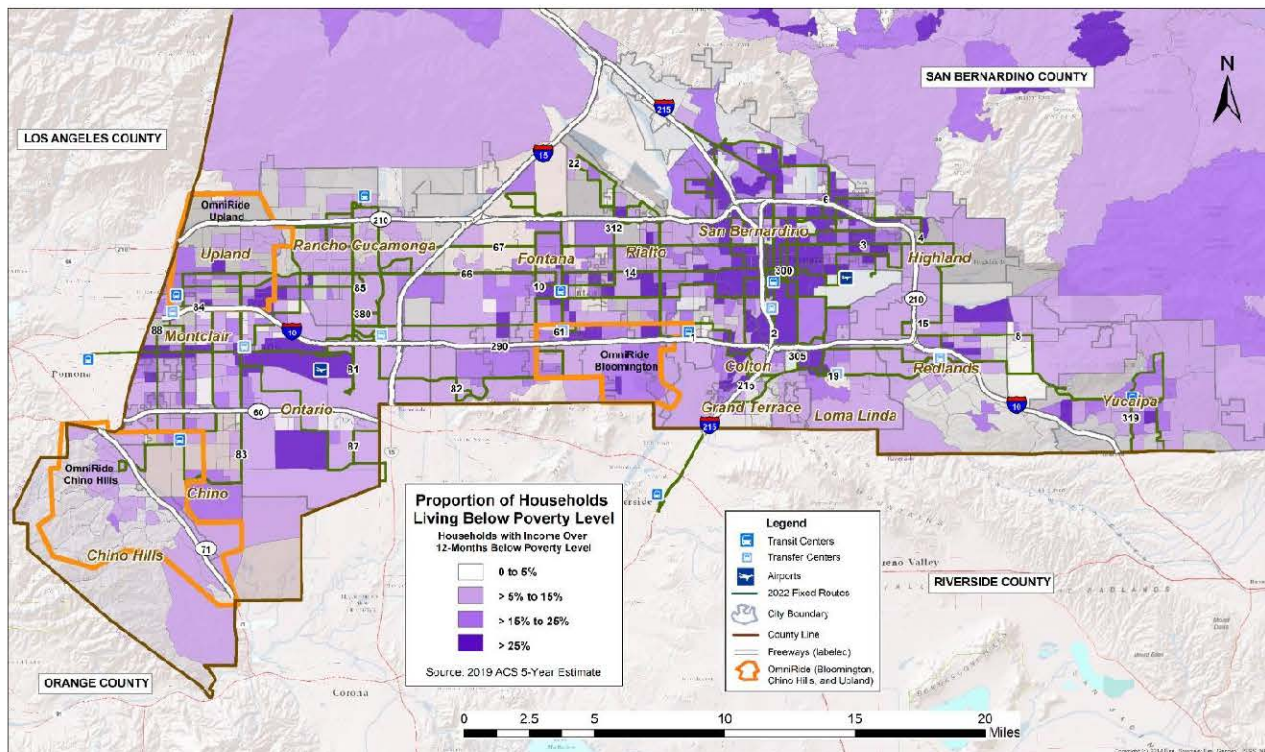
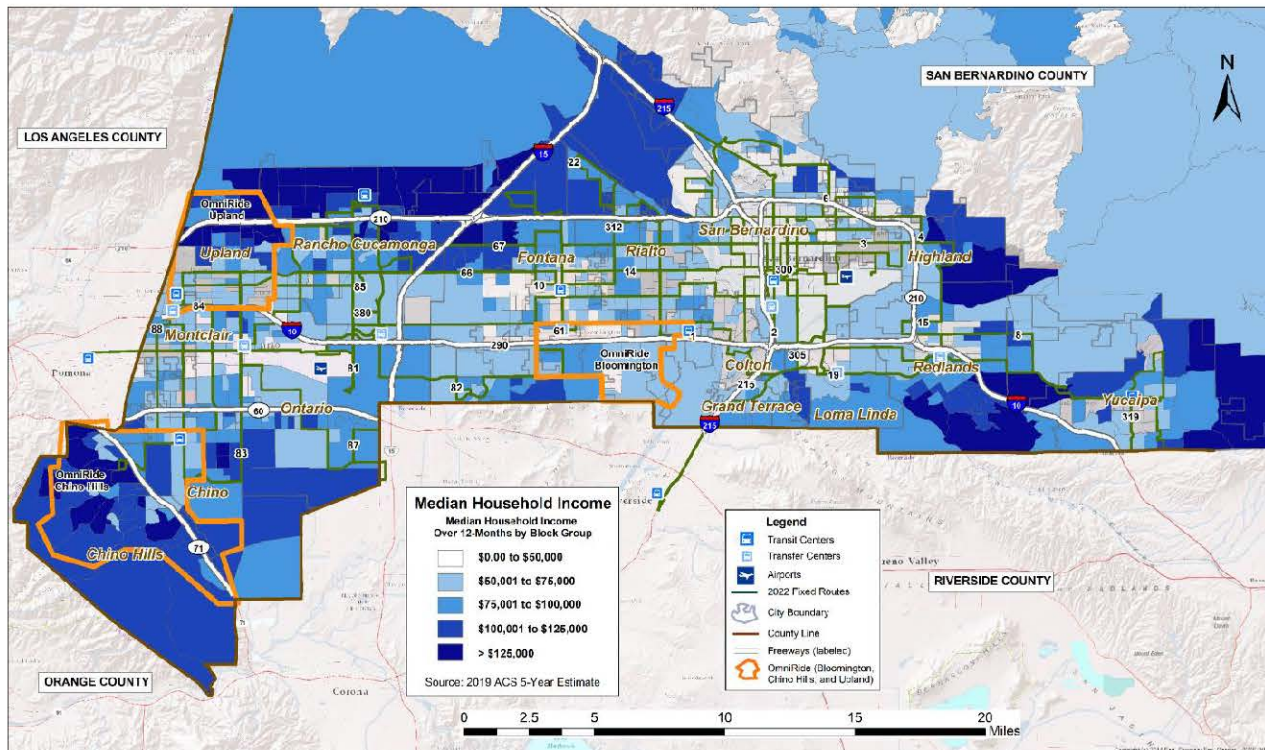


Exhibit 11: Median Household Income

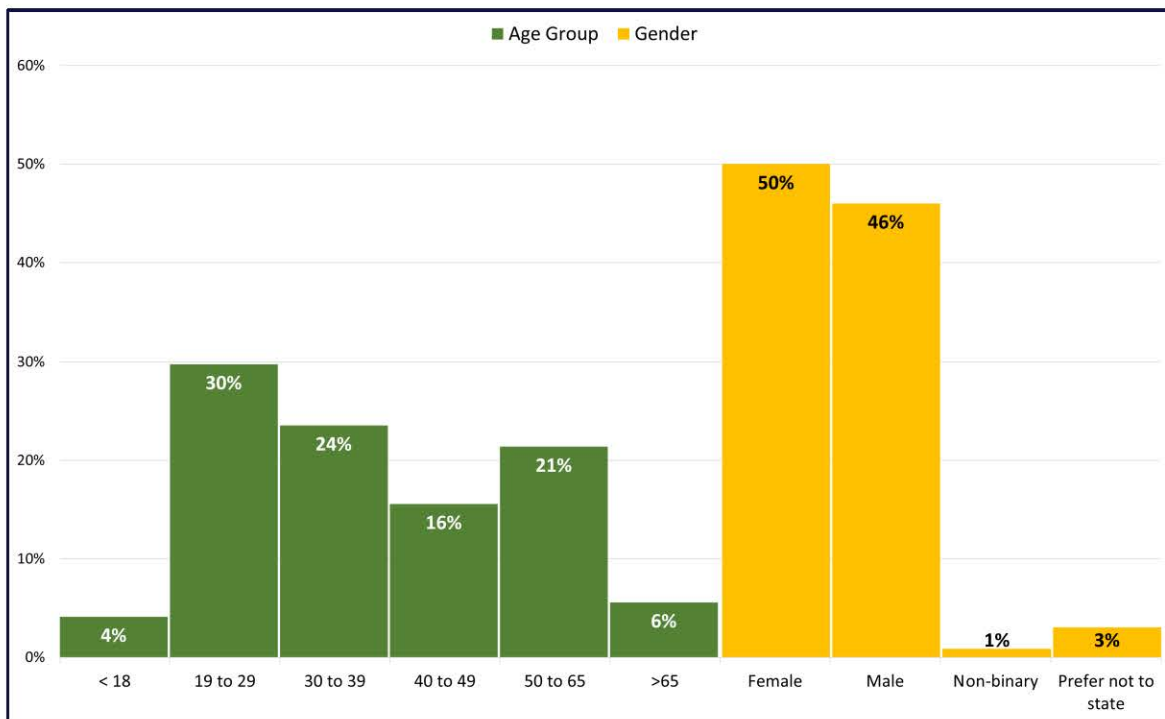


Rider Demographics

Omnitrans belongs to the American Bus Benchmarking Group (ABBG) which is a group of mid-size bus agencies in North America that was established in 2011 to benchmark performance and best practices. The following rider demographic results are from the ABBG Fixed Route Customer Satisfaction Survey (CSS). Omnitrans has participated in the ABBG CSS every year since the survey launched in 2013. The survey measures customer satisfaction across nine categories. Customers also respond to demographic-related questions. The following results are from combined demographic responses from survey years 2018 through 2022, which led to over 2,700 individual responses per demographic question. Results from the 5-year compilation of fixed route surveys include age, gender, purpose of trip, and frequency of trips.

Exhibit 12 shows that 54% of survey respondents are between the ages of 19 and 39 years old, with 30% between 19 and 29 years old, which is younger than the median age for all 15 JPA city members. Fifty percent of respondents indicate they are female and 46% indicate they are male. Shown in Exhibit 13, 44% of riders indicated they use Omnitrans to get to their place of employment and 19% of riders use Omnitrans to get to their educational institution. Combined, 77% of riders indicated they ride very often or often.

Exhibit 12: ABBG Fixed Route Customer Satisfaction Survey, Age & Gender, 2018-2022



Race/ethnicity and income demographics were not available from the ABBG Fixed Route CSS prior to 2021. The race/ethnicity and income results are from survey years 2021 and 2022. Over 540 individual responses for these two categories were collected. Race/ethnicity and income demographics are in Exhibit 14. Relative to household income, 59% of our riders indicated they earn less than \$50,000 a year, which is less than all JPA city members except for San Bernardino.

Exhibit 13: ABBG Fixed Route Customer Satisfaction Survey, Trip Purpose & Frequency, 2018-2022

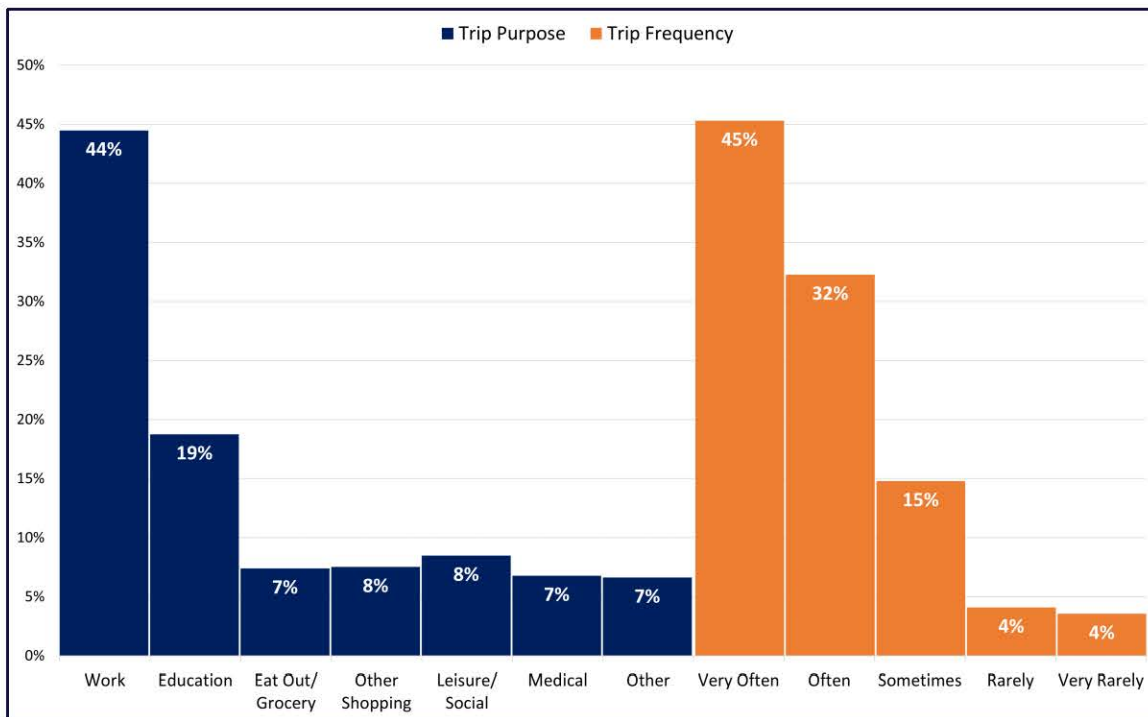
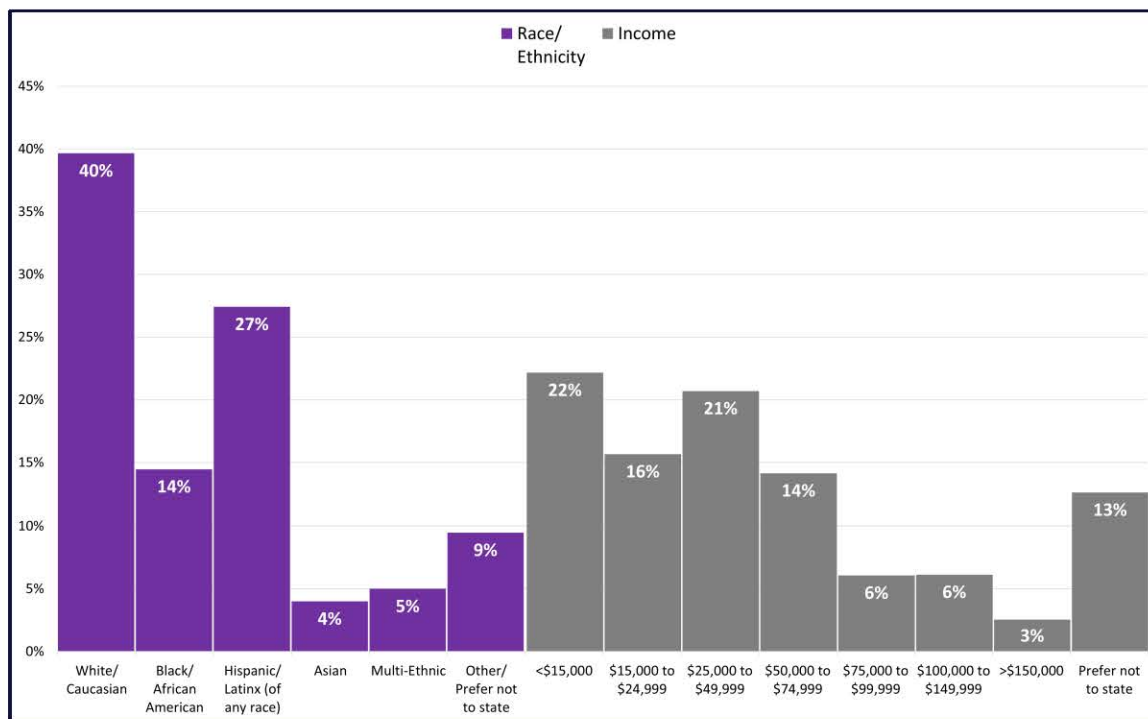


Exhibit 14: ABBG Fixed Route Customer Satisfaction Survey, Race/Ethnicity & Income, 2021-2022



OmniAccess Riders

The American Bus Benchmarking Group (ABBG) also conducts a biennial customer satisfaction survey for paratransit customers. Omnitrans participated in the first ABBG Paratransit Customer Satisfaction Survey (CSS) in 2021. Survey respondents were those who have used Omnitrans paratransit service OmniAccess. The Paratransit CSS included the same demographic questions and response categories as the Fixed Route CSS: age, gender, trip purpose, frequency of trips, race/ethnicity, and income. A total of 198 surveys were collected in 2021 Paratransit CSS.

Exhibit 15 shows that 71% of survey respondents are 50 years old or older, with 39% between 50 to 65 years old. Sixty-four percent of respondents indicate they are male, signifying that nearly two-thirds of OmniAccess users who took this survey were male. Compared to the age demographic for Fixed Route riders, there is less diversity in age for those who have used OmniAccess and took the Paratransit CSS.

Exhibit 15: ABBG Paratransit Customer Satisfaction Survey, Age & Gender, 2021

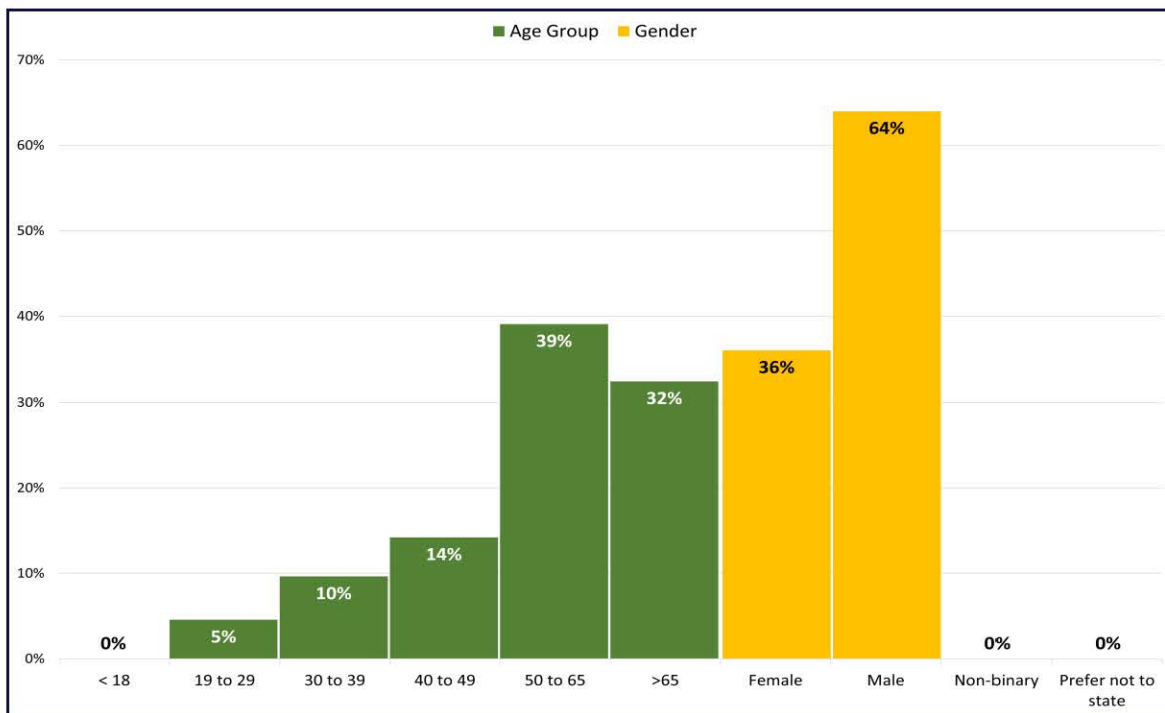


Exhibit 16 shows that the primary trip purpose for paratransit users who took this survey was medical related at 57%. This is significant since only 7% of fixed route customers use Omnitrans for medical purposes. Paratransit survey respondents also indicated they ride less often than fixed route users.

Exhibit 17 shows that a significant proportion, 88% of survey respondents, indicated that their annual income is less than \$15,000. This is four times greater than fixed route users within the same income bracket.

Exhibit 16: ABBG Paratransit Customer Satisfaction Survey, Trip Purpose & Frequency, 2021

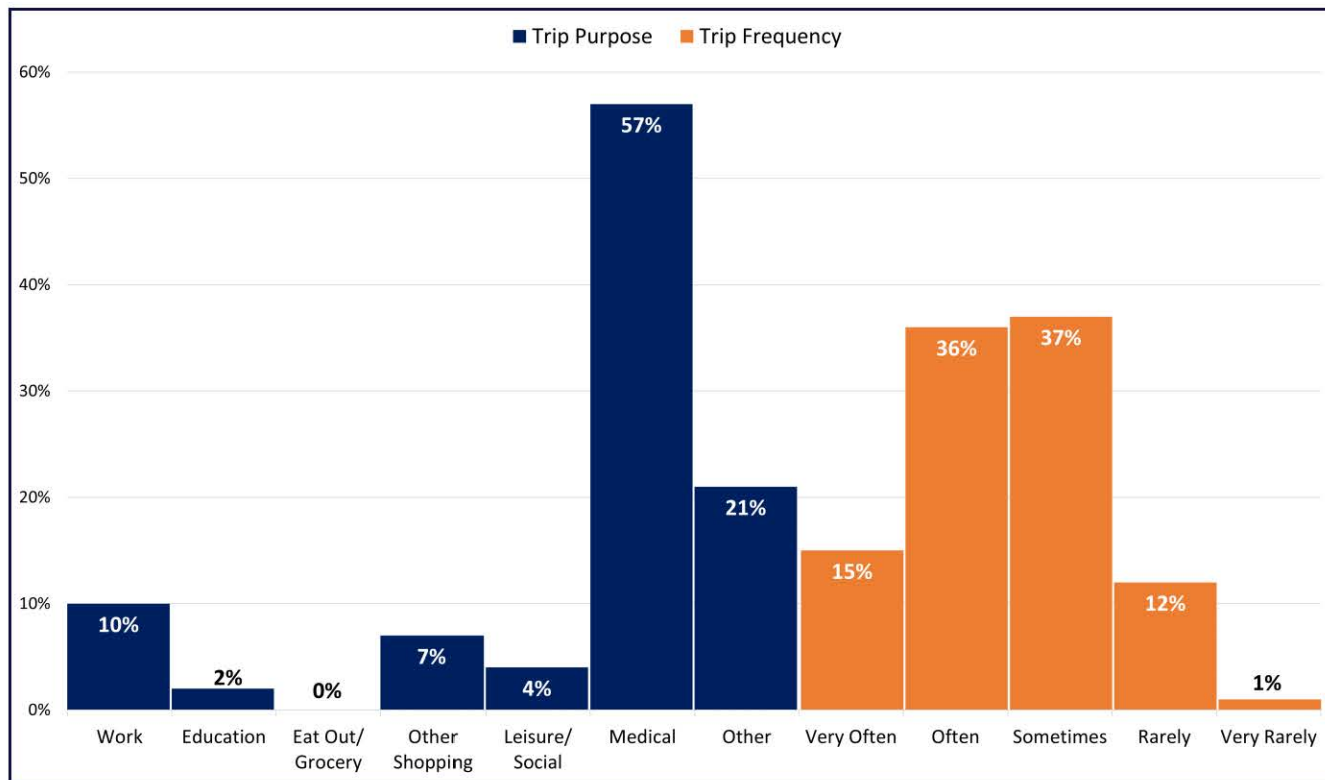
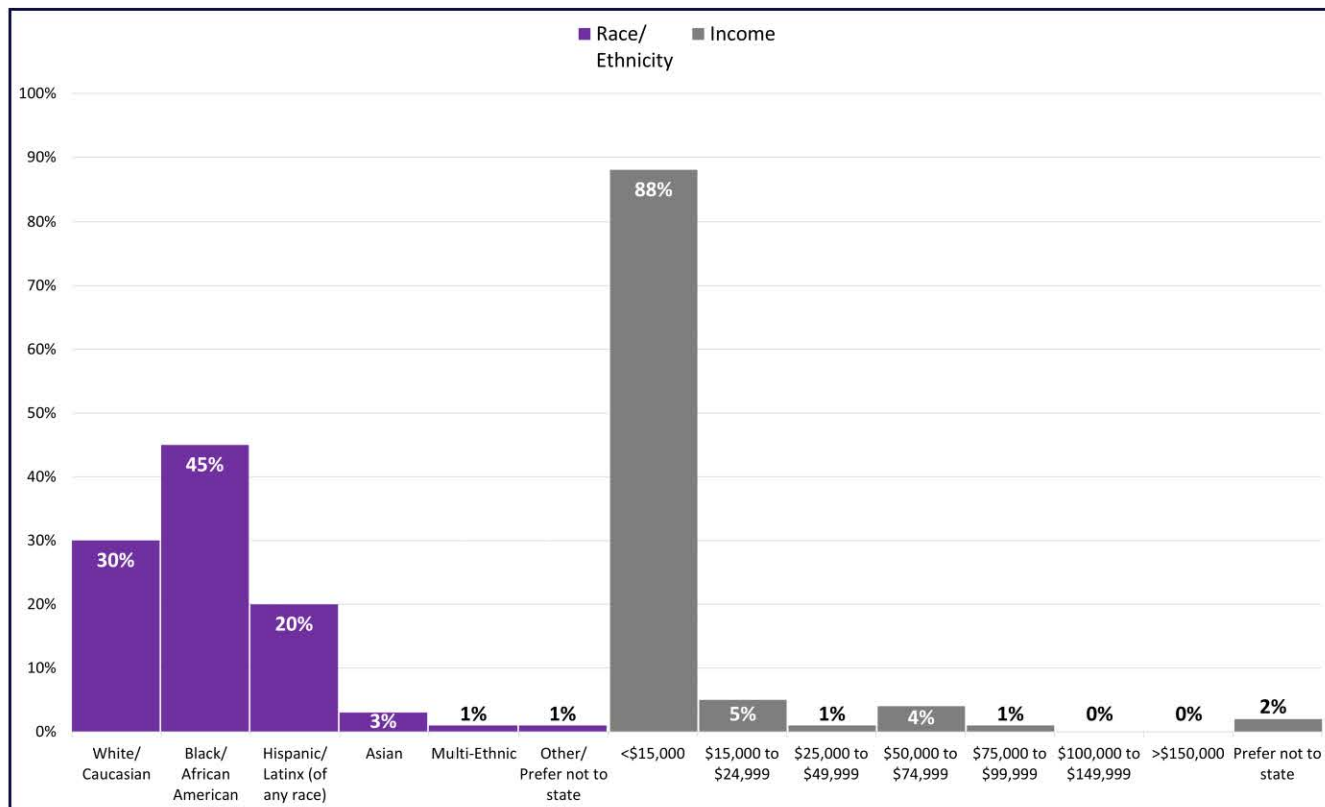


Exhibit 17: ABBG Paratransit Customer Satisfaction Survey, Trip Purpose & Frequency, 2021



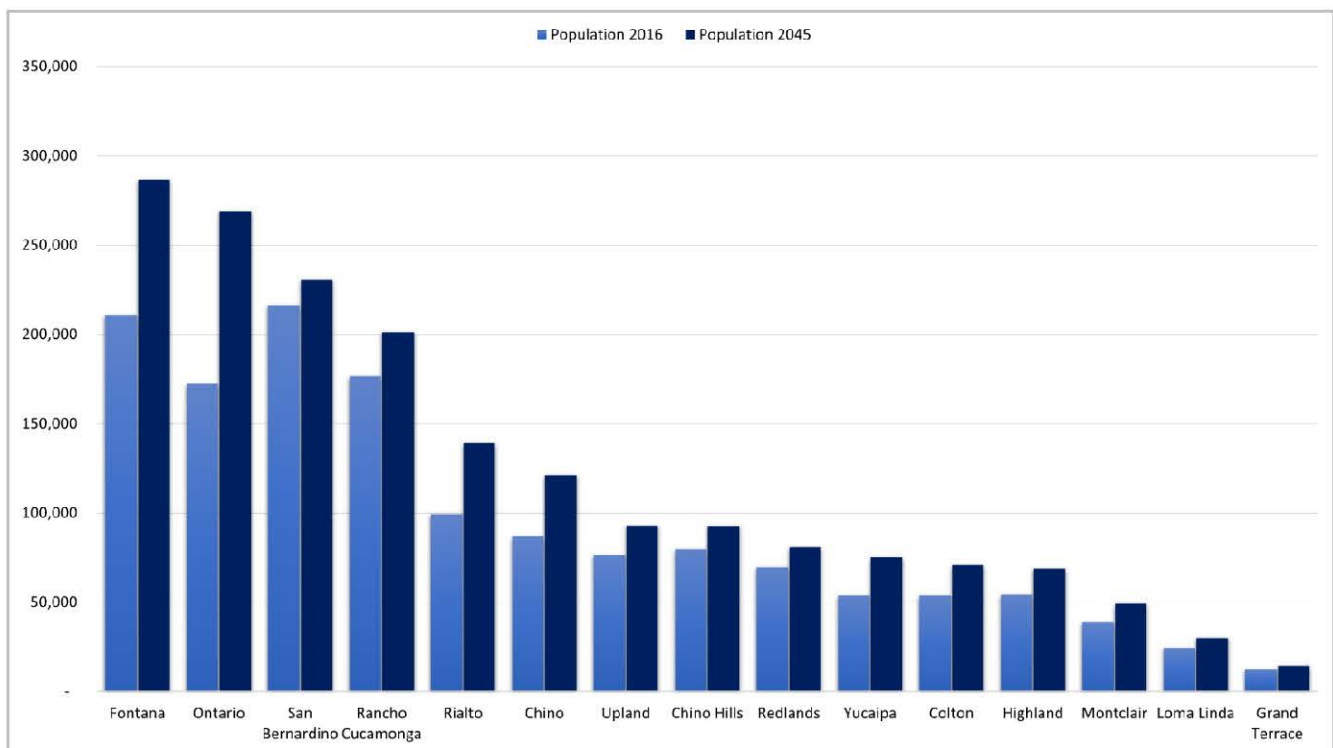
Population & Employment Growth

Population and employment growth forecast data was prepared by Southern California Association of Governments (SCAG). Referenced in this section is the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) report. The report holds information on the population and employment growth for Omnitrans' 15 JPA city members. The 2020 RTP/SCS report projects population and employment growth through 2045.

Regarding population, and from highest to lowest, San Bernardino, Fontana, Rancho Cucamonga, and Ontario were the most populous with each city having a population of over 170,000 residents. Together these cities contained approximately 54% of the population of all JPA member cities at the time.

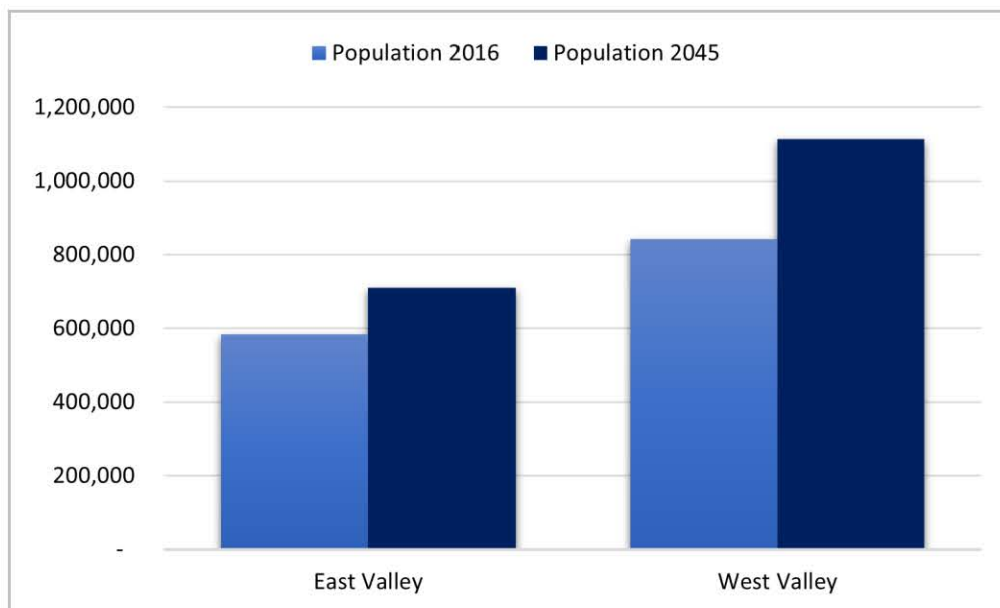
SCAG projects that these four cities will remain the most populous through 2045. From highest to lowest, Fontana will lead in population followed by Ontario, San Bernardino, and Rancho Cucamonga, with each city having over 200,000 residents. The City of Rialto and Chino come closest at 139,000 and 121,000, respectively, and every other JPA member city is projected to have a population under 100,000. Exhibit 18 shows the projected population growth from the 2020 RTP/SCS report.

Exhibit 18: Projected Population Growth by City, 2020



SCAG projects that in 2045 61% of the population in Omnitrans' service area will reside in West Valley. Exhibit 19 shows the population growth and incremental differences between East and West Valley through 2045.

Exhibit 19: Projected Population Growth for East Valley and West Valley, 2020



The 2020 RTP/SCS report contains employment figures based on 2016 data. The two cities with the highest number of jobs are Ontario and San Bernardino with nearly 114,000 and 101,000 jobs per city respectively. Rancho Cucamonga and Fontana follow suit at 88,000 and nearly 57,000 jobs respectively.

The 2020 RTP/SCS report shows that Ontario's growth in job opportunities will outpace all other cities for the entire period through 2045. It is projected that 21% of the employment share relative to all JPA member cities will be in the City of Ontario. From highest to lowest, Ontario will lead in employment followed by San Bernardino, Rancho Cucamonga, and Fontana. This is shown in Exhibit 20.

With respect to Omnitrans' East and West Valley divisions, it is projected that West Valley will hold 61% of employment opportunities in 2045, as shown in Exhibit 21. This is in-line with the projected population growth forecast where 61% of the population reside in West Valley. Overall, the City of Fontana is expected to lead in population while the City of Ontario is projected to lead in job growth.

Exhibit 20: Projected Employment Growth by City, 2020

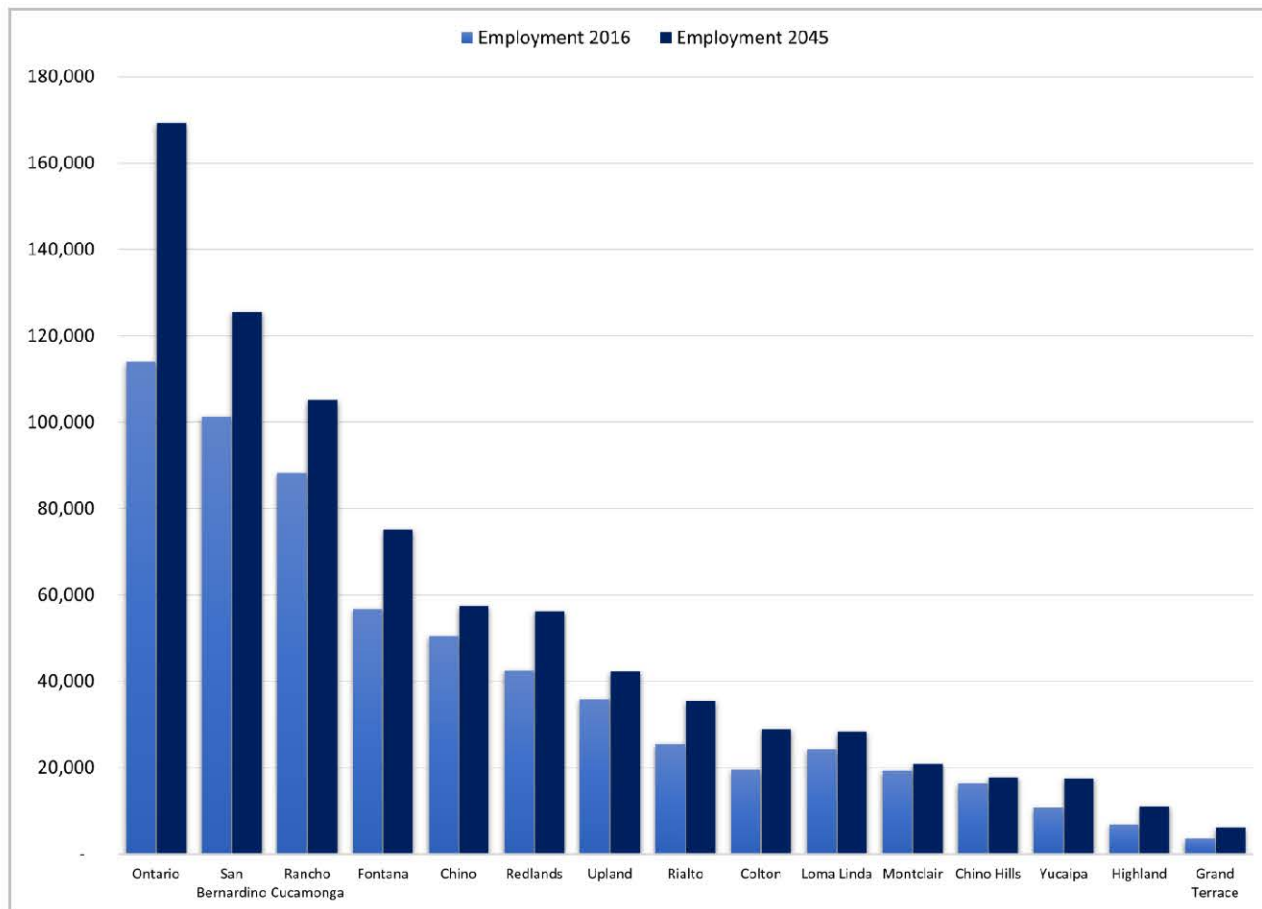
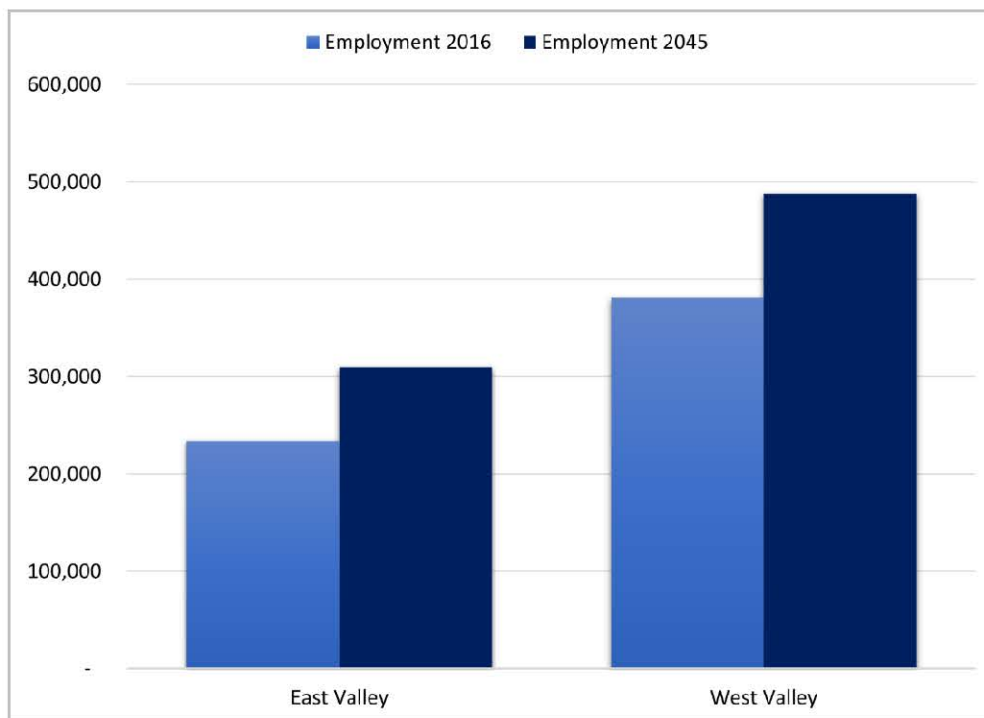
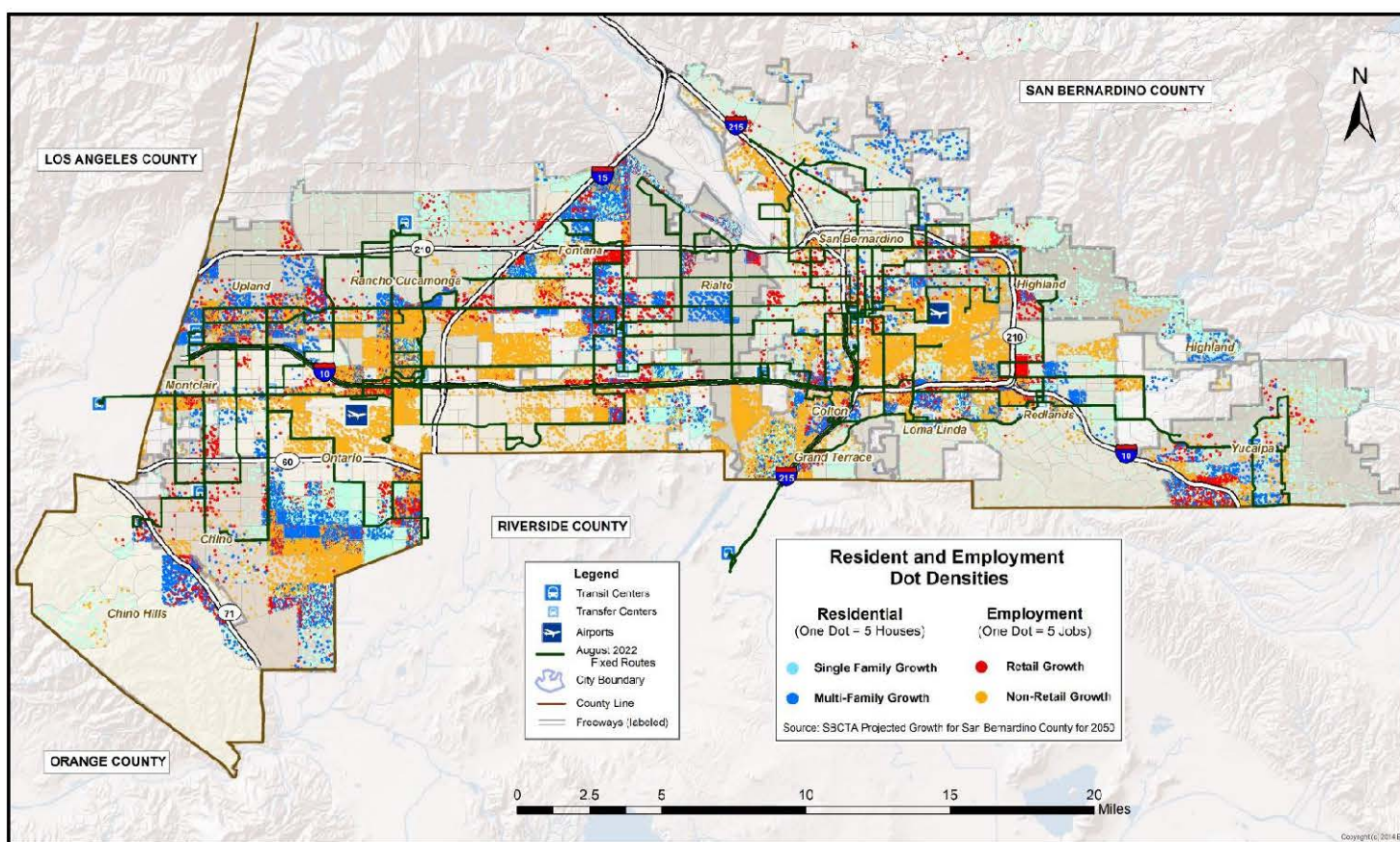


Exhibit 21: Projected Employment Growth for East Valley and West Valley



Longer term, more precise projections of job and population growth can be seen in the Exhibit 22 which uses dot-density to illustrate projected regions of resident and job growth. Non-retail business employment growth will likely continue in the east, south and west of the San Bernardino airport, with more retail growth out near Redlands. This should be outpaced, however, by similar employment growth in southern Fontana and in southern Ontario, especially south of Ontario International Airport. Fontana will likely also show population growth in the north, while Ontario will continue to build out in the south in the former Preserve region with significant increases in both single-family and multi-family residential units. In the region just north of Ontario Mills Mall, in an area encompassing northern Ontario and southern Rancho Cucamonga, there will be a large build-out of multi-family dwellings and subsequent population increases.

Exhibit 22: Projected Residential and Employment Growth



OUR SERVICES

Omnitrans services are designed to meet the different needs and conditions of the varying communities in Omnitrans' service area.

As seen in Exhibit 23 Omnitrans' family of services include Fixed Route, Demand Response, and Mobility Services. Under Fixed Route services exists Local, Express, Bus Rapid Transit (BRT), Community Circulators and First-Last Mile Shuttles. On-demand services include OmniAccess (Americans with Disabilities Act (ADA) complementary paratransit) and Microtransit on-demand services. Finally, Omnitrans offers an array of Mobility Service programs for the community.

There have been four major changes since the adoption of the FY2015-2020 SRTP. 1.) Access demand-response service has been rebranded as OmniAccess. 2.) OmniGo, a community circulator service, is no longer a branded service, but Omnitrans still operates community circulator service. 3.) An on-demand service called OmniRide was added to Omnitrans' family of services in FY2021. 4.) In 2016, Omnitrans became the Consolidated Transportation Services Agency (CTSA), and through this role provides an array of Mobility Services.

Annual Service Plans

Omnitrans prepares an Annual Service Plan each Fiscal Year. The Service Plan provides an overview of Omnitrans' service offerings and sets the fare policy for the fiscal year. Service Plans are predicated on an annual budget.

The FY2022 Service Plan introduced a 7-Step Service Resumption Plan, a comeback plan to return to 100% planned services prior to the COVID-19 pandemic. The FY2022 Service Plan also introduced two microtransit programs, OmniRide Upland and Bloomington. The FY2022 Service Plan did not change the family of services Omnitrans offers.

In the FY2023 Service Plan the 7-Step Resumption Plan was consolidated into a 5-Step plan since Steps 1-3 were implemented in FY2022. The adopted plan included the approval of two microtransit zone expansions, the introduction of two First-Last Mile Pilot Shuttles to enhance rail and bus connectivity, Fare Capping, and a Fare Reduction to Senior and Disabled (S&D) OmniRide fares.

Exhibit 23: Omnitrans' Family of Services, FY2023

Service	Type	Brand	Image	Description
Fixed Route	Bus Rapid Transit (BRT)	sbX		BRT service mirrors light-rail service on rubber tires with dedicated lanes, enhanced amenities, stand-alone stations, level boarding and significantly reduced travel times while utilizing dedicated branded BRT buses.
	Local	Omnitrans		Traditional large bus service operating on a set route with a set schedule at defined frequencies.
	Express	Omnitrans		Freeway bus service using a traditional large bus on a set route with a set schedule and frequency that is designed to connect two or more areas of highly concentrated activity. Route(s) typically travel mostly by freeway and stops are placed several miles apart.
	Community Circulator	Omnitrans		Smaller bus service designed to offer lifeline mobility for areas with relatively low population and employment density.
Demand Response	ADA Paratransit	OmniAccess		Origin-to-destination service provided to comply with the Americans with Disabilities Act (ADA) that is complementary to fixed-route service and is provided within ¾-mile of a fixed route and during same days and hours as fixed-route.
	Micro-transit	OmniRide		Reservation, on-demand, and shared transit service (like Uber or Lyft), providing local and demand response service to Bloomington, Chino Hills/Chino, and Upland.
Mobility Services				Omnitrans Mobility Services offers a variety of mobility programs such as Travel Training, Volunteer Driver programs, UBER & Taxi program, and many community-based partnerships.

Fixed Route Services

In FY2022 Omnitrans operated a total of 28 fixed routes and in FY2023 Omnitrans operated a total of 29 fixed routes as shown in Exhibit 24. Traditional fixed route service, including local and freeway express, dominates systemwide service characteristics as 73% of Omnitrans' FY2023 revenue hours are directly operated 40-foot bus service, compared to 5% for sbX, and 5% for contracted fixed route service. From a ridership perspective, traditional fixed route service dominates the service characteristics by an even larger share accounting for 88% of boardings compared to 7% for sbX, and 2% for contracted fixed route.

Exhibit 24: Omnitrans Fixed Route Services, FY2022-FY2023

Beginning of FY2022 (July/August 2021)		Beginning of FY203 (July/August 2022)		Division (FY2023)
Fixed Route	FR Type	Fixed Route	FR Type	
1	Local	1	Local	East Valley
2	Local	2	Local	East Valley
3	Local	3	Local	East Valley
4	Local	4	Local	East Valley
6	Local	6	Local	East Valley
8	Local	8	Local	East Valley
10	Local	10	Local	East Valley
14	Local	14	Local	East Valley
15	Local	15	Local	East Valley
19	Local	19	Local	East Valley
22	Local	22	Local	East Valley
61	Local	61	Local	West Valley
66	Local	66	Local	West Valley
67	Local	67	Local	West Valley
81	Local	81	Local	West Valley
82	Local	82	Local	West Valley
83	Local	83	Local	West Valley
84	Local	84	Local	West Valley
85	Local	85	Local	West Valley
87	Local	87	Local	West Valley
88	Local	88	Local	West Valley
202/sbX	BRT	202/sbX	BRT	East Valley
215	Express	215	Express	East Valley
290	Express	290	Temporarily Suspended	East & West
300	(N/A)	300	First/Last Mile Shuttle	East Valley
305	Community Circulator	305	Community Circulator	East Valley
312	Community Circulator	312	Community Circulator	East Valley
319	Community Circulator	319	Community Circulator	East Valley
329	Community Circulator	329	N/A (Demand Response)	N/A
380	(N/A)	380	First/Last Mile Shuttle	West Valley

Local Fixed Routes

Twenty-one of the 29 Fixed Routes are Local Fixed Routes. These routes use traditional forty-foot buses and operate on a set route and frequency. As such, bus stops are placed approximately every 0.25 miles (between 0.2 to 0.3 miles apart), while taking into consideration other factors for stop placement such as safety, access, potential conflicts with driveways/traffic, and availability of ADA-compliant infrastructure.

Express Fixed Routes

Two of the 29 Fixed Routes are Express Fixed Routes. Express routes use traditional forty-foot buses that utilize the freeway system to connect communities to regional areas of highly concentrated activity. Limited stops are placed several miles apart which allow for faster service. Due to a tight labor market and a shortage of Coach Operators, Omnitrans temporarily suspended Freeway Express Route 290 in January 2022. The route is planned to resume in-line with the service resumption plan.

Community Circulators

Three of the 29 Fixed Routes are Community Circulators. These routes use smaller buses to provide lifeline service in communities that have minimal transit activity and low population and employment density. Omnitrans currently provides community circulator services in Grand Terrace to San Bernardino (Route 305), Muscoy to Fontana and north San Bernardino (Route 312), and in Yucaipa (Route 319). Community Circulator fixed route services are operated under contract to the private sector.

First-Last Mile Pilot Shuttles

Two of the 29 Fixed Routes are pilot First-Last Mile Shuttles which were approved within the FY2023 Service Plan. The first shuttle, Route 380 ONT Connect operates between the Rancho Cucamonga Metrolink Station and the Ontario International Airport. The second shuttle, Route 300 SB Connect, connects the San Bernardino Transit Center (SBTC) to Downtown San Bernardino's Government Center.

Bus Rapid Transit

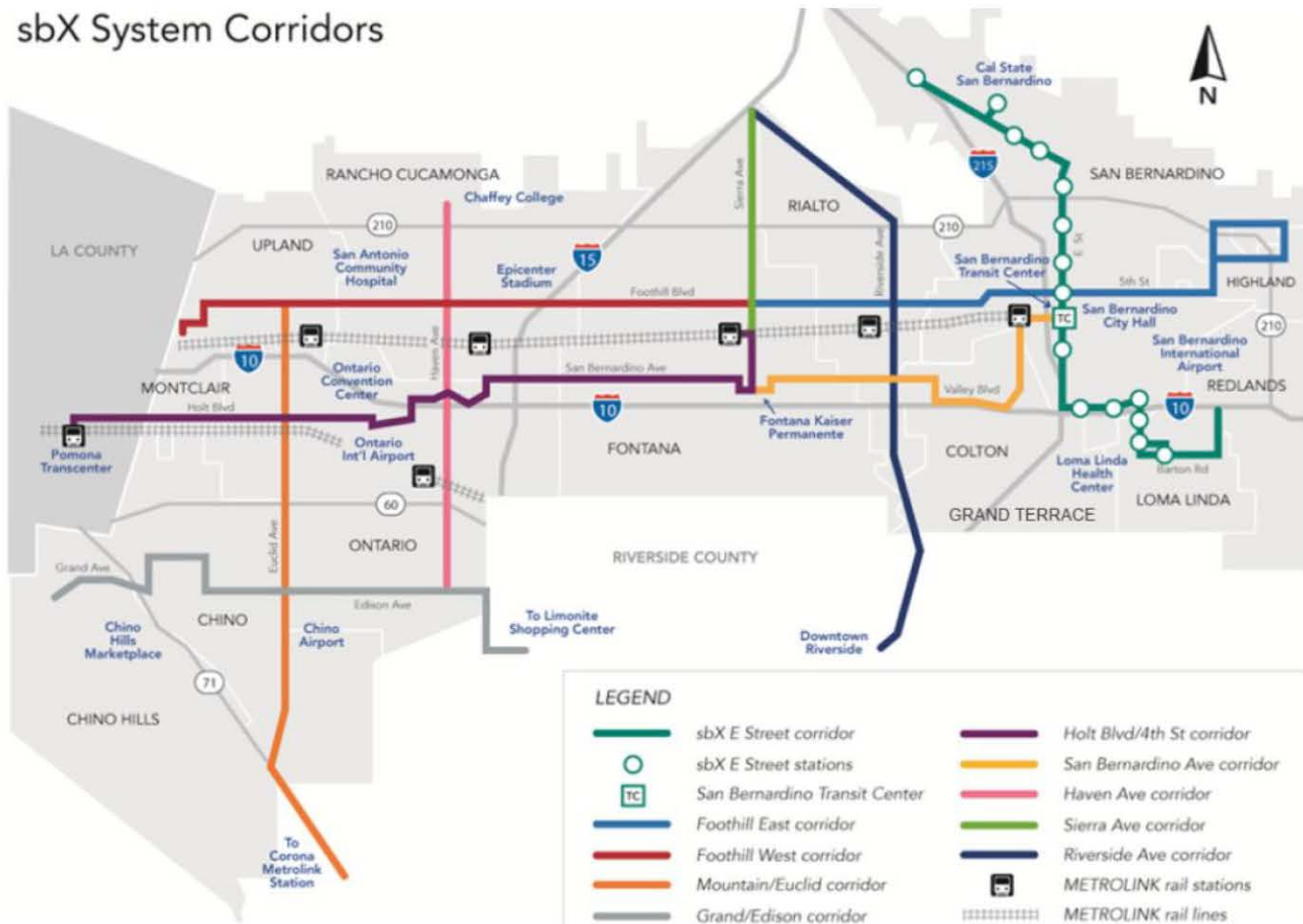
One of the 29 Fixed Routes is Omnitrans' BRT Route 202/sbX Green Line. The sbX program is designed to provide more frequent and direct transit service along major corridors in the Omnitrans service area. While Omnitrans' traditional network of local bus services provides good coverage in the general service area, sbX lines provides a premium level of service that is more competitive with the automobile and designed to capture riders who are making medium- to long-distance trips.

Exhibit 25 shows the sbX bus rapid transit corridors outlined in Omnitrans' 2010 System-Wide Transit Corridor Plan for the San Bernardino Valley and in the San Bernardino County Transportation Authority (SBCTA) 2010 Long Range Transit Plan. These corridors were identified as having potential for premium transit service. The sbX Green Line has been operational since 2014.

In partnership with SBCTA, Omnitrans is working on the second BRT line called the West Valley Connector (WVC) project that will ultimately enter service as the sbX Purple Line. SBCTA has initiated the Long-Range Multimodal Transportation Plan which will review and potentially modify these future BRT corridors. Long-term Omnitrans and SBCTA will continue to partner to deliver additional BRTs once the plan is completed. The current planned BRT corridors are shown in Exhibit 25.

Exhibit 25: Omnitrans Proposed sbX BRT Corridors, 2010

sbX System Corridors



Fixed Route Service Characteristics

Omnitrans Fixed Route services are separated into Route Tiers. Route Tier groups are determined by the frequency of service. Tier 1 routes operate on a 15-minute or better headway; Tier 2 routes operate on a 16-to-20-minute peak headway; Tier 3 routes on a 21–40-minute headway, typically operating at a 30-minute headway; and Tier 4 routes operate at 41-minute or greater headway, typically operating at a 60-minute headway or lower. Exhibit 26 shows the frequency of Fixed Route services at the beginning of FY2023 compared to planned (pre-pandemic) frequency.

Omnitrans continues to add revenue service to ultimately reach planned pre-pandemic levels. This is what is labeled as “Planned” in the exhibits as we aim to reach those stages of service. These levels are part of the Service Resumption Plan mentioned under the Annual Service Plan section. In some cases, when comparing current frequency or span, Omnitrans has fulfilled or even improved relative to pre-pandemic levels.

Exhibit 26: Frequency of Fixed Route Services, FY2023

Route	FR Type	Planned Route Tier	Service Days/Frequency					
			Weekday		Saturday		Sunday	
			FY2023	Planned	FY2023	Planned	FY2023	Planned
1	Local	1	20/30	15	30	30	50	30
2	Local	4	75	75	75	75	75	75
3	Local	1	20/30	15	20/25	22/25	22/25	22/25
4	Local	1	20/30	15	20/25	22/25	22/25	22/25
6	Local	3	60	30	60	60	60	60
8	Local	3	60	30/60	60	60	60	60
10	Local	3	60	30/60	60	60	60	60
14	Local	1	20/30	15	20	20	20	20
15	Local	3	60	30	60	60	60	60
19	Local	3	30/60	30	60	60	60	60
22	Local	3	60	30/60	60	60	60	60
61	Local	1	20/30	15	30	20	30	20
66	Local	2	20/30	20	30	30	50	30
67	Local	4	60	60	N/A	N/A	N/A	N/A
81	Local	4	60	60	60	60	N/A	N/A
82	Local	4	60	60	65	65	65	65
83	Local	3	30/60	30/60	60	60	60	60
84	Local	4	60	60	60	60	60	60
85	Local	3	60	30	60	60	60	60
87	Local	4	60	60	60	60	N/A	N/A
88	Local	4	60	60	60	60	60	60
202/sbX	BRT	1	20/30	10/15	32	20	N/A	N/A
215	Express	2	30/60	20/30	60	30/60	60	30/60
290	Express	4	N/A	Peak	N/A	N/A	N/A	N/A
300	First/Last Mile Shuttle	2	20/30	20/30	N/A	N/A	N/A	N/A
305	Community Circulator	4	60	60	60	60	60	60
312	Community Circulator	4	60	60	60	60	60	60
319	Community Circulator	4	60	60	N/A	N/A	N/A	N/A
380	First/Last Mile Shuttle	4	35/60	35/60	60	60	60	60

Attachment: Attachment A Omnitrans SRTP 2023-2030 (4180 : Omnitrans SRTP)

Exhibit 27 below shows the Fixed Route service span, or hours of service, at the beginning of FY2023 compared to Planned (pre-pandemic) frequency.

Exhibit 27: Service Span of Fixed Route Services, FY2023

Route	FR Type	Service Days/Frequency					
		Weekday		Saturday		Sunday	
		FY2023	Planned	FY2023	Planned	FY2023	Planned
1	Local	4:30-22:35	4:30-22:40	5:56-21:04	5:53-21:04	6:00-19:46	5:57-19:50
2	Local	4:29-23:15	4:29-22:55	6:04-21:46	6:05-21:49	6:19-20:15	6:30-20:17
3	Local	4:38-23:24	4:38-23:28	6:05-21:09	6:05-21:04	6:03-19:59	6:03-19:57
4	Local	4:15-22:41	4:22-22:41	6:03-21:26	6:03-20:56	6:13-19:26	6:13-19:27
6	Local	4:45-21:33	4:45-21:33	6:20-19:58	6:20-19:58	6:20-18:02	6:20-18:02
8	Local	4:58-22:37	4:53-22:36	6:18-19:22	6:17-19:24	7:26-18:48	7:22-18:56
10	Local	6:30-20:01	5:03-20:32	6:20-19:20	6:13-19:11	7:10-18:20	7:14-18:10
14	Local	3:27-23:07	3:27-23:07	6:10-22:47	6:13-22:34	6:24-20:22	6:04-20:25
15	Local	4:02-21:49	5:05-22:42	5:42-19:22	6:40-19:22	5:35-19:17	6:40-19:19
19	Local	4:49-22:23	4:49-22:33	5:20-21:28	5:20-21:42	6:40-18:59	6:40-19:13
22	Local	5:05-21:43	4:59-22:01	7:13-19:28	7:28-19:28	7:28-19:28	6:58-19:32
61	Local	4:04-23:25	4:04-23:25	5:20-22:26	5:20-22:37	5:35-19:36	5:35-19:52
66	Local	4:10-23:22	4:10-23:16	5:47-22:14	5:47-22:14	6:30-20:07	6:30-20:07
67	Local	5:53-20:42	5:53-20:42	N/A	N/A	N/A	N/A
81	Local	5:00-22:38	4:25-22:26	6:00-20:55	5:40-20:40	N/A	N/A
82	Local	4:25-20:16	4:25-22:11	6:14-19:51	6:14-19:31	6:14-19:57	6:14-19:10
83	Local	6:00-20:35	5:54-21:53	6:00-20:40	5:54-21:01	6:00-19:40	5:54-19:54
84	Local	5:45-20:48	6:03-20:54	6:00-19:57	6:02-19:44	6:00-19:57	6:02-19:45
85	Local	4:20-22:17	4:20-22:51	6:00-19:51	6:00-19:19	6:00-19:43	6:00-19:18
87	Local	4:35-21:52	4:35-21:52	5:35-20:23	5:35-20:23	N/A	N/A
88	Local	4:30-22:15	4:33-22:21	6:21-20:34	6:31-20:21	6:21-19:36	6:31-19:13
202/sbX	BRT	5:33-23:00	5:00-23:01	6:20-21:08	6:20-21:15	N/A	N/A
215	Express	5:02-22:18	5:05-21:49	6:38-22:27	6:38-22:27	6:38-19:27	6:38-19:27
290	Express	N/A	4:18-20:46 (Peak only)	N/A	N/A	N/A	N/A
300	First/Last Mile Shuttle	6:15-18:47	6:15-18:47	N/A	N/A	N/A	N/A
305	Community Circulator	5:40-22:06	5:40-22:06	6:55-20:21	6:55-20:21	6:55-18:50	6:55-18:50
312	Community Circulator	5:20-22:30	5:20-22:30	7:15-18:50	7:15-18:50	7:15-18:49	7:15-18:49
319	Community Circulator	5:59-20:15	5:59-20:15	N/A	N/A	N/A	N/A
380	First/Last Mile Shuttle	4:16-23:35	4:16-23:35	7:14-23:22	7:14-23:22	7:14-23:22	7:14-23:22

Attachment: Attachment A Omnitrans SRTP 2023-2030 (4180 : Omnitrans SRTP)

Demand Response Services

Omnitrans provides two forms of demand-response services: OmniRide and OmniAccess. OmniRide is a microtransit transit solution and OmniAccess is the complementary ADA paratransit service. Both services provide origin-to-destination service and require customers to make trip reservations in advance of their trip.

Unlike fixed-route service, demand-response service does not operate on a specific route map or at a specific frequency. Rather, it is a shared-ride service that attempts to maximize efficiency while maintaining reasonable passenger travel times for riders.

In terms of service, for FY2023 14% of revenue hours comprise ADA paratransit service and 3% for OmniRide. From a ridership perspective, demand response services are very minor compared to fixed route services, where 2% account for OmniAccess and <1% for OmniRide.

OmniRide

OmniRide is an origin-to-destination general-public demand-response service. The service is reservation-based similar to transportation network companies (TNCs) such as Uber and Lyft. As of FY2023 Omnitrans has three OmniRide programs. The service is designed to provide on-demand service to/from Omnitrans' fixed route bus service. Riders are required to book the trips in advance to use this service. Customers may book trips up to three days in advance. Customers can request pick-up and drop-offs by using the RideCo OmniRide application on a mobile or smartphone device or by calling a reservation hotline to book a trip. OmniRide customers receive an Omnitrans Day Pass to use and transfer to Omnitrans' fixed route services from any OmniRide program.

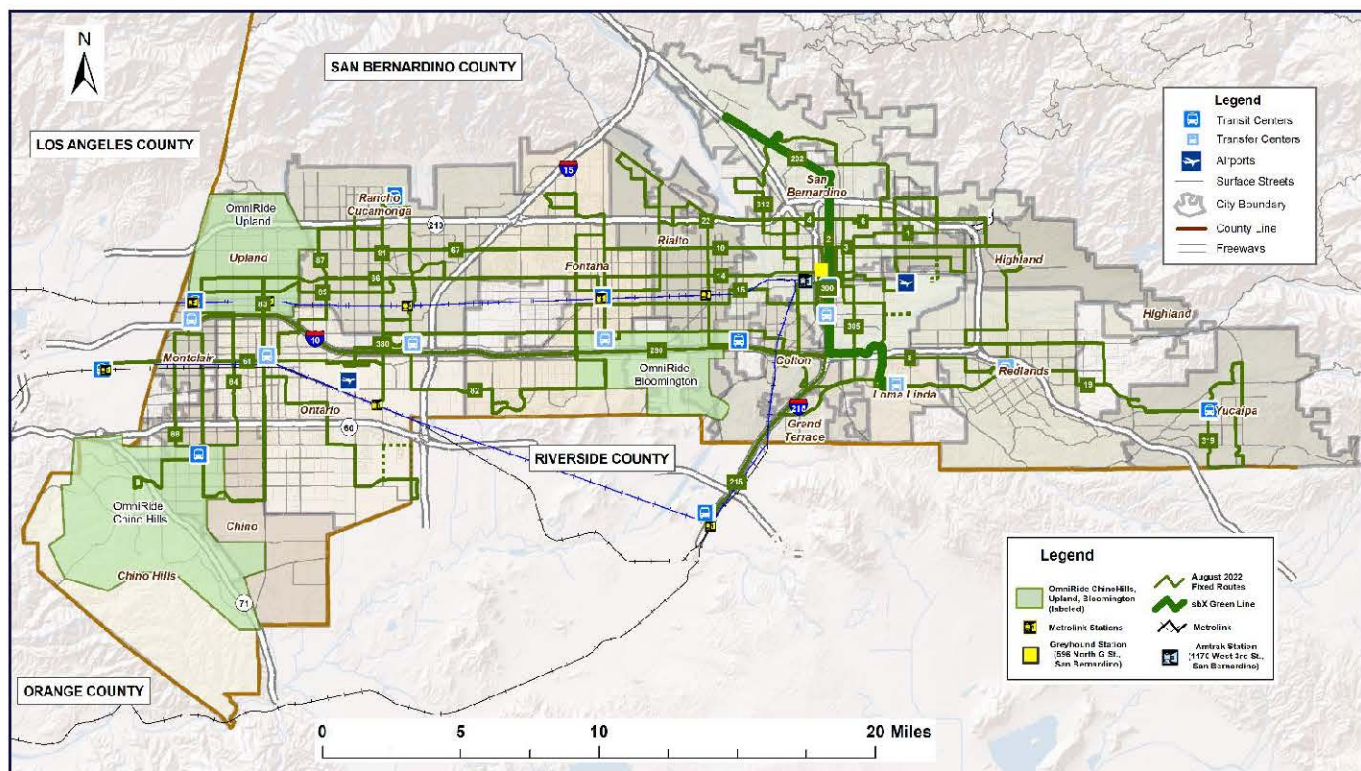
The first program, OmniRide Chino Hills, began service in FY2021 primarily serving the City of Chino Hills and parts of Chino. In FY2022 Omnitrans implemented two programs, OmniRide Upland (August 2021) and OmniRide Bloomington (January 2022). OmniRide Upland primarily serves Upland. OmniRide Bloomington primarily serves the unincorporated community of Bloomington, parts of west Colton, south Rialto, and southwest Fontana.

In the FY2023 Service Plan, the OmniRide Chino Hills and OmniRide Upland microtransit zones were expanded. The OmniRide Chino Hills boundary was expanded to add new service to distribution and fulfillment centers in South Chino. This expansion also extended service along Riverside Avenue from Chino Hills into Chino. OmniRide Upland was expanded to provide service to the Montclair Place in Montclair. This expansion added microtransit service into Rancho Cucamonga as well.

OmniRide Chino Hills and OmniRide Upland operate Monday to Friday, 6am-8pm. OmniRide Bloomington operates Monday to Saturday, 6am-8pm.

Exhibit 28 shows Omnitrans' System Map which includes Fixed Route and OmniRide services.

Exhibit 28: System Map, FY2023



OmniAccess

The American with Disabilities Act (ADA) requires that fixed route transit operators provide, or ensure the provision of, “complementary paratransit service for those individuals who, are unable to use the regular general public fixed route service.”

OmniAccess service is Omnitrans’ ADA complementary paratransit service for eligible persons who are physically or cognitively unable to use regular fixed route transit. OmniAccess is available during the same days and hours that fixed route services operate and requires eligible riders to book each trip in advance or arrange a subscription service for recurring trips.

OmniAccess service is available throughout the Omnitrans service area within a $\frac{3}{4}$ -mile radius of either side of an existing Omnitrans regular fixed bus route. OmniRide service in Chino Hills, Upland, and Bloomington is a demand-response service that meets the OmniAccess paratransit requirements. Thus, no other paratransit service additional to OmniRide is required within the boundaries of the microtransit programs.

Mobility Services

In order to provide enhanced mobility options for seniors and individuals with disabilities and to reduce OmniAccess costs, Omnitrans provides an array of specialized services under the mobility services umbrella. Funding for these services is from Measure I Consolidated Transportation Services Agency (CTSA) funding, which accounts for 2% of the revenue generated by the Measure. Omnitrans was designated the CTSA by SBCTA in 2016.

As the CTSA, Omnitrans provides these services utilizing two different approaches: 1) Directly Managed Mobility Services, and 2) Regional Mobility Partnership (RMP) programs where Omnitrans funds JPA members or non-profit organizations to provide these services.

Directly Managed Mobility Services include:

- **Travel Training** provides one-on-one or group assistance to seniors and individuals with disabilities and helps them learn to ride the Omnitrans bus system for the first time. The program is free to participate in and is available to qualifying individuals who reside in the Omnitrans service area. The Travel Training program gives participants the information and skills to ride the bus with confidence and take advantage of its benefits. Due to the COVID-19 pandemic, Travel Training services were temporarily suspended and are planned to resume in FY2023.
- **Transportation Reimbursement Escort Program (TREP)** provides mileage reimbursement (\$0.40/mile up to \$80 per month) for individuals with disabilities who cannot use public transportation and rely on others to drive them for transportation. Participants choose their own driver, usually a family member, friend, neighbor, or caretaker. The reimbursement offsets the cost associated with providing transportation.
- **UBER Ride** is a subsidy program for seniors and individuals with disabilities to use Uber. The subsidy is up to \$15 per trip up to 15 trips per month. Program participants must reside in the San Bernardino Valley and the trips origin or destination must be within the San Bernardino Valley.
- **Taxi Ride** is a subsidized voucher program for seniors and individuals with disabilities to use taxis within the San Bernardino Valley. Participants pre-purchase monthly vouchers up to \$150 per month, and Omnitrans matches the cost.
- **Mobility Services and ADA Paratransit Eligibility and Certification** is performed by the Mobility Services department to best match seniors and individuals with disabilities with the services that best meet their needs.

Regional Mobility Partnership (RMP) program provides funding to support the development and sustainability of programs that provide transportation services to seniors and individuals with disabilities throughout the San Bernardino Valley. Current RMP programs are shown in Exhibit 29.

Exhibit 29: Regional Mobility Partners, FY2023

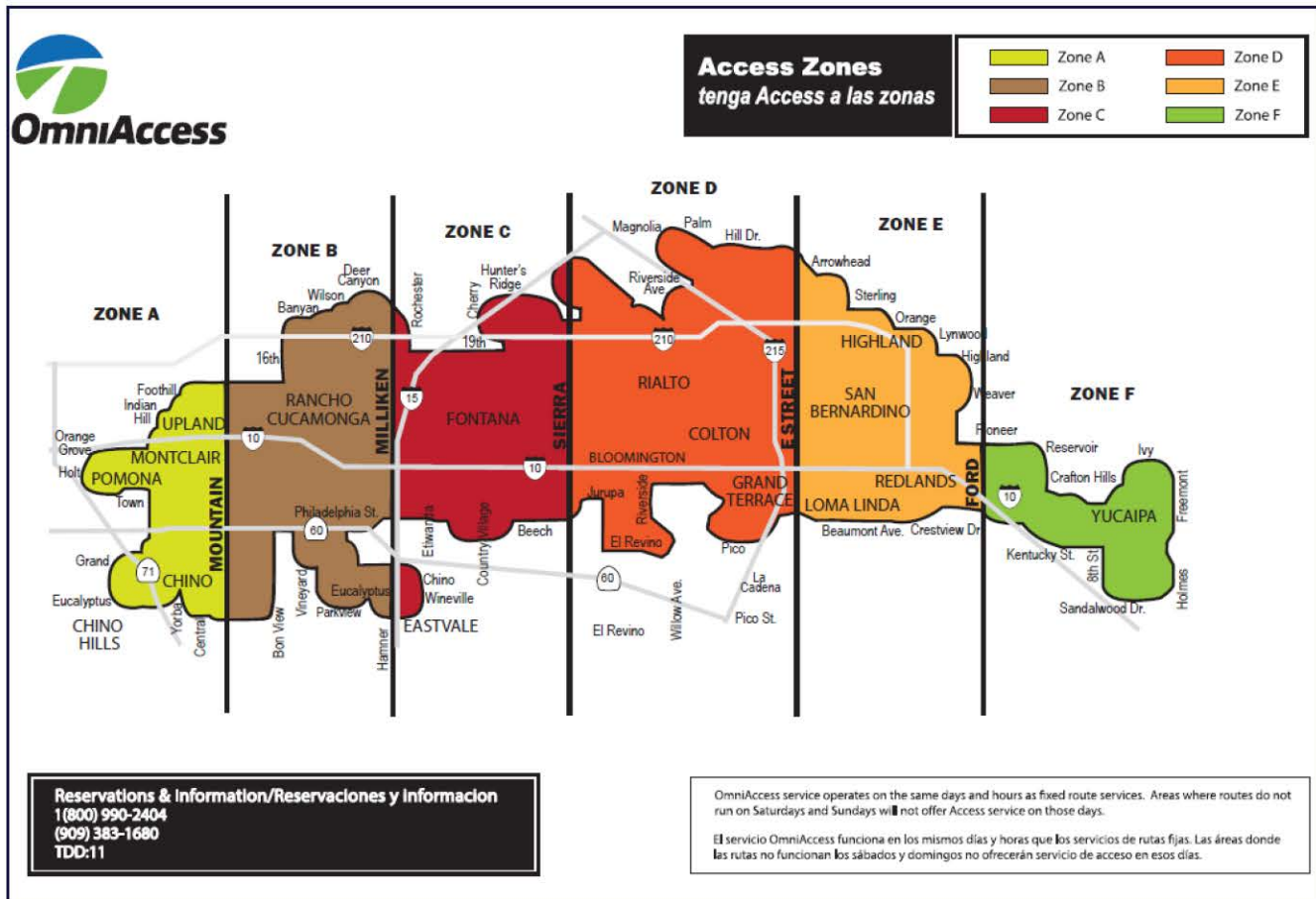
RMP Agencies	Project Title/Description
City of Chino	Get S.M.A.R.T Program: Provides free door-to-door transportation for seniors who reside in the City of Chino.
City of Grand Terrace	Senior Transportation Program: Curb-to-Curb Transportation program for Seniors between their homes and the Grand Terrace Senior Center.
Aging Next	Transportation Reimbursement Program: Offers monthly mileage reimbursement to seniors and individuals with disabilities who reside in the West San Bernardino County cities of Chino, Chino Hills, Montclair, Ontario, Rancho Cucamonga, and Upland.
Highland Senior Center	Senior Transportation Services: Provides free door-to-door transportation for seniors from their home to the Highland Senior Center
Loma Linda University Medical Center ADHS (LLUMCADHS)	CBAS Transportation Project: Provides door-to-door transportation to and from LLUMCADHS to seniors and individuals with disabilities.
OPARC	OPARC Connect: Provides door-to-door transportation from their client's homes to their day programs
Anthesis	Anthesis in Motion: Provides door-to-door transportation from their client's homes to their day programs
City of Yucaipa	Yucaipa Senior Transportation: Provides free door-to-door transportation for seniors who reside in the City of Yucaipa within the city limits.
Lutheran Social Services of Southern California (LSSSC)	LSSSC Transportation Program: Provides transportation for medical and work-related trips in San Bernardino to clients with HIV and AIDS
City of Ontario	Ontario Silver S.T.A.R.S : Provides curb-to-curb transportation services for non-emergency medical services for seniors and individuals with disabilities who reside in the City of Ontario
City of Rialto	Rialto Specialized Transportation: Provides curb-to-curb transportation services to seniors and individuals with disabilities to essential destinations within the community
Foothill Aids Project (FAP)	Van-Connect San Bernardino Valley Program: Provides curb-to-curb transportation services to low-income seniors and individuals with disabilities

Fare Structure

Omnitrans fare structure for all services are shown in Exhibit 31, Exhibit 32, and Exhibit 33. Omnitrans currently offers four types of passes: Single Ride, Day Pass, 7-Day, and a 31-Day Pass.

OmniAccess paratransit fare structure is determined by zone crossings which are shown in Exhibit 30.

Exhibit 30: OmniAccess Service Area Map and Zone Map, FY2023



In FY2022 (August 2021) Omnitrans introduced a pilot Free Fares for School K-12 program (FFFS). This initiative provided students with a valid K-12 student ID free fares to board any of Omnitrans' fixed route services. The program remains active.

In the FY2023 Service Plan, Omnitrans continued to break socio-economic barriers by proposing Fare Capping. Fare Capping removes upfront costs that may have been financial barriers to our riders when purchasing multi-use passes through existing mobile fare technology, or Transit or Token Transit App. The initiative was approved by the Omnitrans Board of Directors as part of the Service Plan and was implemented in August 2022. Under fare capping, each time a customer rides Omnitrans, the fare will count towards the next available multi-use pass. For example, pay \$2.00 per ride and automatically receive a Day Pass once \$6.00 is spent within one-day all the way to a \$60.00 31-Day Pass. Customers will not pay more than \$60.00 for 31-days of unlimited rides.

A Senior & Disabled (S&D) fare discount for all OmniRide programs was also included in the FY2023 Service Plan. This was implemented in August 2022. It provided S&D, Medicare, and Medicaid customers a discount from \$2.00 per ride to \$1.00 per ride on OmniRide services. The fare is subsidized by Measure I CTSA funds.

Exhibit 31: Fare Structure for Fixed Route, FY2023

	Full-Fare	Senior/Disability/Medicare	Youth*	Veteran
31-Day	\$ 60.00	\$ 30.00	\$ 45.00	\$ 30.00
7-Day	\$ 20.00	\$ 9.00	\$ 15.00	\$ 9.00
1-Day				
Single Day Pass	\$ 6.00	\$2.75	N/A full-fare	\$ 2.75
Packs of Ten	\$ 54.00	\$ 25.00	N/A full-fare	\$ 25.00
Single Ride				
Individually	\$ 2.00	\$ 0.90	N/A full-fare	\$ 0.90
Packs of Ten	\$ 18.00	\$ 8.50	N/A full-fare	\$ 8.50
Free Rides	MetroLink Transfers: Free to rider; SCRRA pays one-half base fare for each boarding with a MetroLink ticket/pass; RCTC pays a half base fare for MetroLink transfers on Rt. 215. Children: Height < 46"; limit 2 free per fare paying riders Personal Care Attendant: Accompanying an ADA Rider; Omnitrans Employees and Family Members: With Employee/Family ID; RTA and Sunline Transit Employees and Family Members: With Employee/Family ID; and, LACMTA, Foothill Transit, OCTA, Beaumont Transit Employees: With Employee ID Promotional Fares. Uniformed active military, police, and fire personnel. Interagency Transfers: Omnitrans accepts multi-use passes from Foothill Transit, Riverside Transit Agency, Sunline Transit, Mountain Transit, Victor Valley Transit Authority and Beaumont Transit for one free transfer on Omnitrans fixed route services at points of connection.			
Go Smart Fare	The Go Smart fare is a pre-negotiated fare for any student, employee, member or client of a partner organization. Participants must have an active, valid Omnitrans-compatible ID card as proof of fare.			
*Youth	In FY2022 Omnitrans implemented Free Fares for School for K-12 (FFFS). With a valid K-12 student ID with a FFFS decal sticker, students K-12 may ride Omnitrans' fixed route services for free.			

Exhibit 32: Fare Structure for OmniAccess, FY2023

Zones	Cash
1-3 zone	\$ 3.75
4 zone	\$ 4.75
5 zone	\$ 5.75
6 zone	\$ 6.75

Exhibit 33: Fare Structure for OmniRide, FY2023

	Full-Fare	Senior/Disability/Medicare	Youth*	Veteran
One-Ride (includes day pass on fixed route)	\$ 4.00	\$ 1.00	\$ 4.00	\$ 1.00
Youth* - In FY2022 Omnitrans implemented Free Fares for School for K-12 (FFFS). With a valid K-12 student ID with a FFFS decal sticker, students K-12 may ride Omnitrans' microtransit services at a 50% discount.				

Facilities & Fleet

Omnitrans currently operates service from three facilities including:

- **East Valley** is an Operations and Maintenance facility that includes administrative offices that can accommodate up to 152 buses. Sixty-nine percent of Omnitrans employees report to this facility. This facility supports Omnitrans' directly operated local bus and 60-foot articulated bus fleet.

- **West Valley** is an Operations and Maintenance facility that can accommodate up to 69 buses. Thirty-one percent of Omnitrans employees report to this facility. This facility supports Omnitrans' directly operated local bus and future sbX Purple Line fleet.
- **I Street** is an Operations and Maintenance facility for Omnitrans' contracted services including OmniAccess, OmniRide, and contracted fixed route currently operated under contract. The facility supports 81 vehicles including cutaways and vans.

Omnitrans' revenue fleet is diverse to meet the diversity of services it offers. Exhibit 34 summarizes Omnitrans operating revenue fleet by service in FY2023. Exhibit 35 provides details of the operating revenue fleet by year, model, fuel type, and other characteristics.

Exhibit 34: Revenue Fleet, FY2023

Service Type	Number of Vehicles	Division/Facility
Fixed Route		
BRT	15	East Valley
Local/Express	137	East Valley West Valley
Community Circulator	16	I Street
Demand Response		
OmniAccess	58	I Street
OmniRide	7	I Street

Exhibit 35: Revenue Fleet Details, FY2023

Service Type	Number of Vehicles	Make/Model	Year	Seating Capacity	Total Capacity	Bus Length (ft)	Fuel Type
Fixed Route							
BRT	14	New Flyer/XN60	2014	37	101	60	CNG
	1	New Flyer/XN60	2018	37	101	60	CNG
Local/Express	22	New Flyer/C40LFR	2009	39	79	40	CNG
	20	New Flyer/XN40	2012	39	79	40	CNG
	16	New Flyer/XN40	2014	39	79	40	CNG
	15	New Flyer/XN40	2015	39	79	40	CNG
	13	New Flyer/XN40	2016	39	79	40	CNG
	24	New Flyer/XN40	2018	39	79	40	CNG
	23	New Flyer/XN40	2019	39	79	40	CNG
	4	New Flyer/XE40	2021	39	79	40	Electric
Community Circulator	6	Ford StarCraft	2017	16	16	29	CNG
	10	Ford E-450	2019	16	16	29	CNG
Demand Response							
OmniAccess	1	Ford StarCraft	2015	16	16	29	CNG
	12	Ford StarCraft	2016	16	16	29	CNG
	27	Ford StarCraft	2017	16	16	29	CNG
	8	Ford E-450	2019	16	16	29	CNG
	10	Ford Allstar	2019	16	16	29	CNG
OmniRide	2	Ford Transit/470 E	2020	9	9	24	Unleaded
	2	Ford Transit/390 M	2020	8	8	20	Unleaded
	3	Chrysler Pacifica	2021	6	6	18	Unleaded/Hybrid

Distribution of Services and Ridership by City

In FY2022, Omnitrans delivered 5.1 million passenger trips. Average weekday boardings were just over 16,000 during this period. System total ridership trends from FY2021 to FY2022 have shown ridership growth of 26.7%. Service distribution by revenue hours, route miles, and investment are highlighted below in Exhibit 36 and Exhibit 37 by West and East Valley cities.

The City of San Bernardino is the city with the greatest number of boardings. San Bernardino also has the largest share of revenue hours and population. The city also has the greatest annual OmniAccess pick-ups at 56,000 while the remainder of the cities have annual pick-ups under 17,000.

Like the City of San Bernardino, cities of Fontana and Ontario also have average weekday boardings over 1,000. Fontana has nearly 2,500 weekday boardings while San Bernardino has 6,000. Ontario has nearly 1,400 weekday boardings.

With respect to OmniRide, Chino Hills has the highest average monthly pick-ups. OmniRide Chino Hills is the primary public transit service in the city. This program began two years ago in FY2021. Fontana has the second highest number of OmniRide pick-ups. OmniRide Bloomington connects in southern Fontana at a Transfer Center where the previous fixed route operated. This service began in January 2022.

Exhibit 36: Distribution of Services by City, West Valley

	Chino	Chino Hills	Fontana	Montclair	Ontario	Rancho Cucamonga	Upland
Population	91,403	78,411	208,393	37,865	175,265	174,453	79,040
Route Miles	17.83	1.44	53.45	14.17	49.89	45.39	14.02
Bus Stops	95	4	307	93	254	248	80
Average Weekday Boardings	356	12	2,466	854	1,388	934	438
Average Annual Boardings (Total)	107,268	3,616	743,045	257,324	418,227	281,429	131,976
Annual Revenue Hours (Total)	16,421	6,527	56,743	19,697	51,563	46,834	19,766
% Share of Total Revenue Hours to City	3.1%	1.2%	10.7%	3.7%	9.7%	8.8%	3.7%
Annual Investment to City	\$2,300,000	\$916,000	\$7,960,000	\$2,760,000	\$7,230,000	\$6,570,000	\$2,770,000
Annual OmniAccess Trip Origins in City	5,878	1,349	16,943	9,886	11,049	15,050	3,078
Average Monthly OmniRide Trip Origins in City	131	506	337	7	N/A	N/A	167

Exhibit 37: Distribution of Services by City, East Valley

	Colton	Grand Terrace	Highland	Loma Linda	Redlands	Rialto	San Bernardino	Yucaipa
Population	53,909	13,150	56,999	24,791	73,168	104,026	222,101	54,542
Route Miles	22.57	2.03	19.16	10.91	19.41	33.20	118.40	16.94
Bus Stops	95	12	78	58	116	203	620	70
Average Weekday Boardings	697	10	524	345	551	819	6,031	316
Average Annual Boardings (Total)	210,017	3,013	157,890	103,954	166,025	246,778	1,817,237	95,216
Annual Revenue Hours (Total)	25,051	3,556	18,856	11,815	16,863	32,117	146,026	14,724
% Share of Total Revenue Hours to City	4.7%	0.7%	3.5%	2.2%	3.2%	6.0%	27.4%	2.8%
Annual Investment to City	\$3,510,000	\$499,000	\$2,650,000	\$1,660,000	\$2,370,000	\$4,510,000	\$20,490,000	\$2,070,000
Annual OmniAccess Trip Origins in City	1,841	4,946	2,719	2,514	5,279	16,557	56,109	15,254
Average Monthly OmniRide Trip Origins in City	27	N/A	N/A	N/A	N/A	45	N/A	N/A

REGIONAL CONNECTIONS & TRANSIT PARTNERS

Transfer Centers/Transit Centers

Omnitrans works collaboratively with surrounding regional transit providers to provide a connected regional network that reaches the destinations where people need to go. Omnitrans fixed route and OmniRide services connect with regional transit agencies at several Transit Centers and or Transfer Centers throughout the region. Exhibit 38 shows the connectivity at transfer centers in the service area while Exhibit 39 shows the major connectivity at transit centers in the service area.

Additionally, Omnitrans connects to regional services outside of designated transit/transfer centers at:

- East Ontario Metrolink Station in South Ontario
- Rancho Cucamonga Metrolink Station in Rancho Cucamonga
- Redlands Depot (Metrolink Arrow station) in Redlands
- Amazon Eastvale near the border of Ontario and Eastvale
- Southridge in Fontana near the San Bernardino and Riverside County border

Exhibit 38: Transfer Centers in Omnitrans Service Area, FY2023

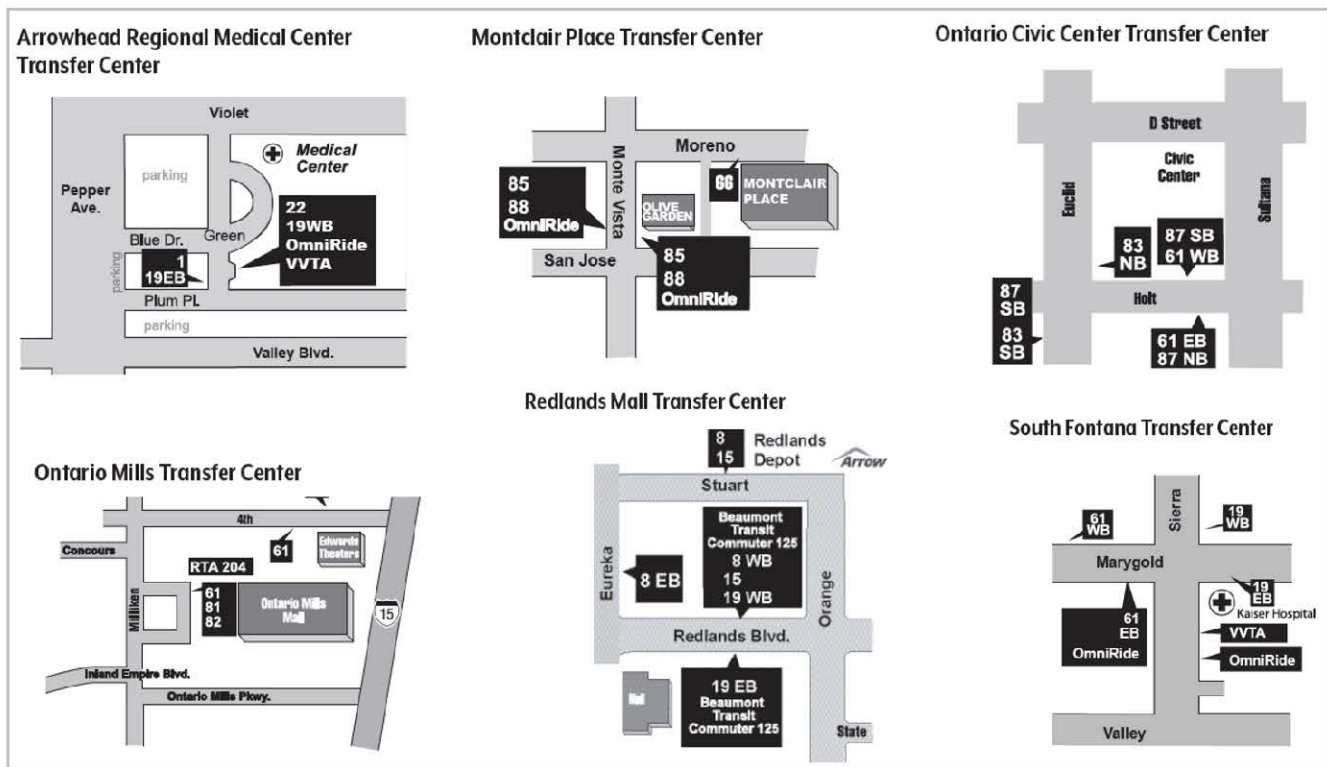
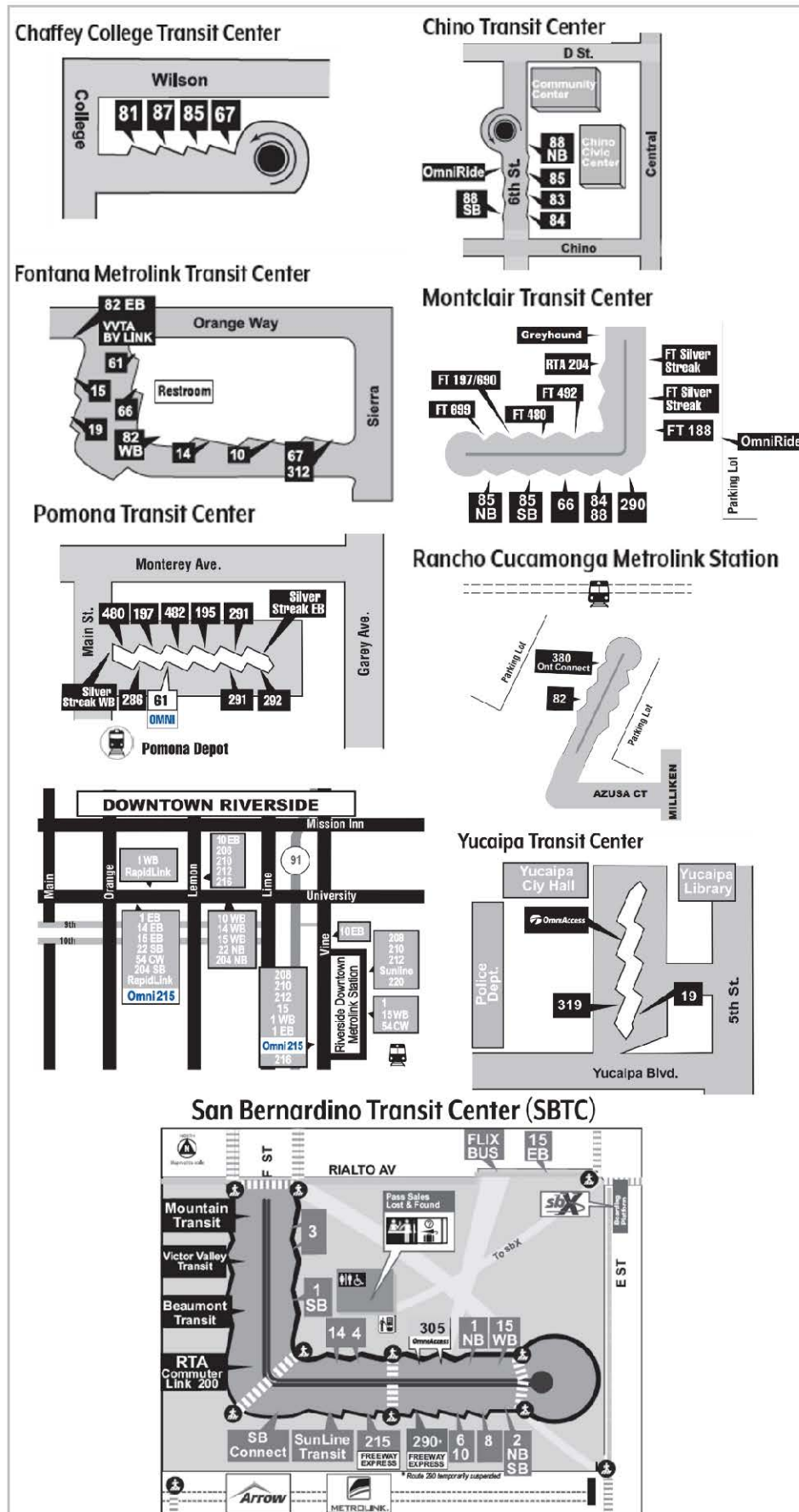


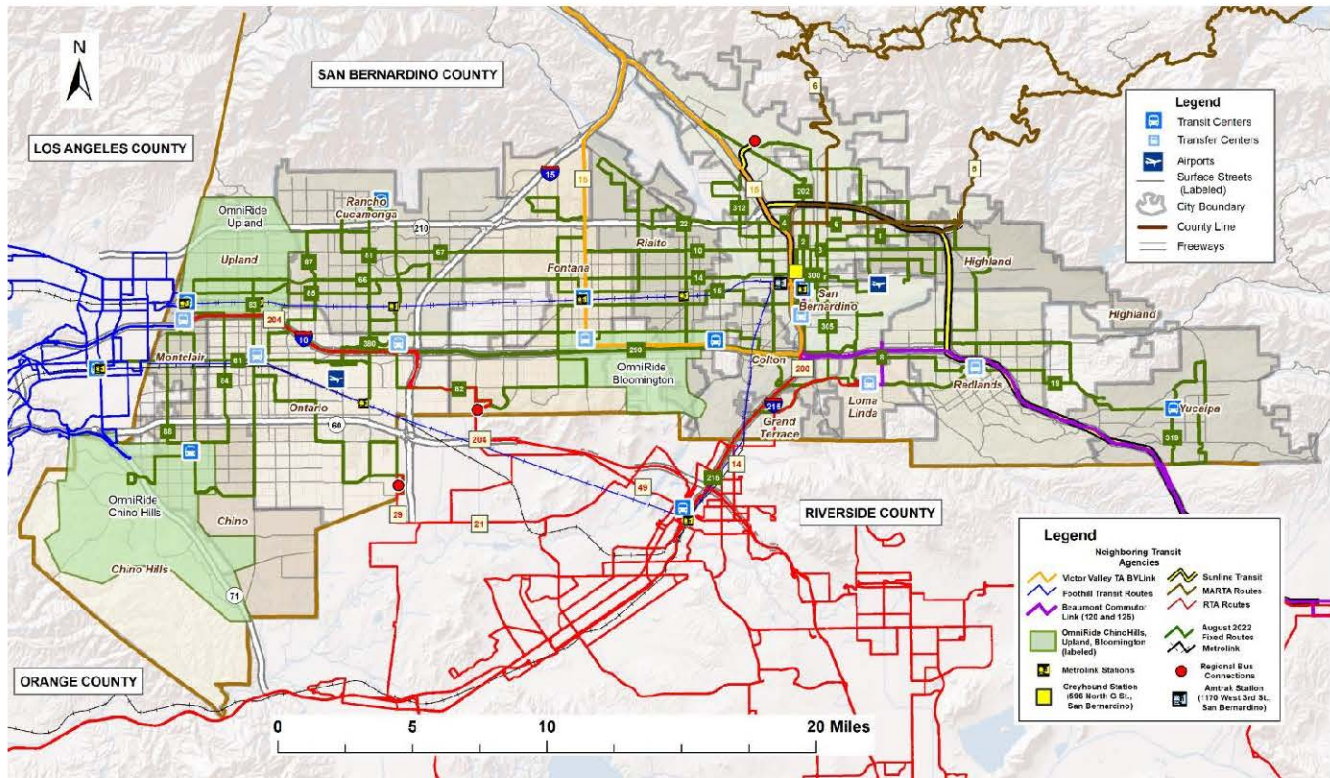
Exhibit 39: Transit Centers in Omnitrans Service Area, FY2023



Transit Partners

As the service provider and FTA-designated recipient of federal funds within the San Bernardino Valley, Omnitrans works in partnership with neighboring transit agencies and federal, state, and local funding agencies. Omnitrans has active cooperative service agreements and grant agreements with neighboring agencies. Exhibit 40 shows Omnitrans current route network and connectivity to regional transit providers.

Exhibit 40: Omnitrans Services & Connectivity with Transit Partners



Riverside Transit Agency (RTA)

Riverside Transit Agency is the primary public transit provider for western Riverside County. The agency provides both local and regional bus service including 42 fixed routes, eight CommuterLink routes, and demand response service. RTA Routes 14, 21, 49, 200 and 204 provide transfers into the San Bernardino Valley. The interagency agreement provides that Omnitrans and RTA will accept each other's transfers/passes on fixed routes, valued at each agency's base fare.

- Route 14 provides 70-minute headways between Riverside's Galleria at Tyler and Loma Linda's Jerry L. Pettis Veterans Administration Hospital, where it connects to Omnitrans' Routes 2, 19, and sbX Green Line.
- Route 21 provides 60-minute headways between Riverside and the Southridge community in South Fontana, where it connects to Omnitrans' Route 82.
- Route 49 provides 50-minute headways between Downtown Riverside and Southridge in South Fontana where it connects to Omnitrans' Route 82.

- CommuterLink Route 200 is a commuter service that provides 90-minute service between Anaheim, Riverside, and the San Bernardino Transit Center, where it connects to Omnitrans' Routes 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 290, 300, 305, sbX Green Line and OmniAccess.
- CommuterLink Route 204 is a commuter service that provides 60-minute service between downtown Riverside, Ontario Mills Mall, and the Montclair Transit Center on weekdays only. The route connects to Omnitrans' Routes 61, 66, 81, 82, 84, 85, 88, 290 and OmniRide Upland.

Victor Valley Transit Authority (VVTa)

Victor Valley Transit Authority (VVTa) provides service in the high deserts of Adelanto, Apple Valley, Hesperia, Victorville, and San Bernardino County. The agency provides three types of fixed routes: county routes, local fixed routes, and local deviated routes. In addition, VVTa provides ADA demand response service.

- Route 15 B-V Link is VVTa's only route that provides a connection from Fort Irwin, Barstow, Victorville and then into Omnitrans' service area. The lifeline service operates on a two-hour headway with Weekday and Saturday service. The route stops at the following six locations within Omnitrans' service area: Cal State San Bernardino, San Bernardino Transit Center, San Bernardino Metrolink Depot, Arrowhead Regional Medical Center, Kaiser Hospital Fontana, and the Fontana Transit Center. In total, VVTa Route 15 B-V Link connects with Omnitrans' Routes: 1, 2, 3, 4, 6, 8, 10, 14, 15, 19, 22, 61, 66, 67, 82, 215, 290, 300, 305, 312, sbX Green Line, OmniAccess, and OmniRide Bloomington.

Mountain Transit

Mountain Transit provides services to Big Bear Valley, Running Springs, Lake Arrowhead, Crestline, and San Bernardino. The agency operates local and ADA demand-response service.

- Route 5 "Off-the-Mountain Service" is operated Monday, Wednesday, and Friday with stops in Highland and San Bernardino. This 2-trip peak service provides a connection to Omnitrans' Routes 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 290, 300, 305, sbX Green Line and OmniAccess at the San Bernardino Transit Center. Route 5 also connects with Omnitrans' Routes 3 & 4 at Highland Avenue at Boulder Avenue.
- Route 6 "Off-the-Mountain Service" is operated Monday through Friday with stops in Highland and San Bernardino. This 4-trip peak service provides a connection to Omnitrans' Routes 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 290, 300, 305, sbX Green Line and OmniAccess at the San Bernardino Transit Center. Route 6 also connects with Omnitrans Route 6 at 40th Street at Waterman Avenue in San Bernardino and with Omnitrans Route 300 at Arrowhead Avenue at 4th Street in Downtown San Bernardino.

Beaumont Transit

Beaumont Transit, formerly PASS Transit, is operated by the City of Beaumont, and provides service to Beaumont, Banning, Cherry Valley and Cabazon.

- CommuterLink Route 120 is a commuter service that provides 60-minute headways during the week and peak service on Saturday. It connects to the VA Hospital in Loma Linda and connects with Omnitrans' Routes 2, 19, and sbX Green Line. Commuter Route 120 also makes

connections at the San Bernardino Transit Center with Omnitrans' Routes 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 290, 300, 305, sbX Green Line and OmniAccess.

- CommuterLink Route 125 is a commuter service that provides two-hour headways from Beaumont to the Loma Linda VA Hospital where it connects to Omnitrans' Routes 2, 19, and sbX Green Line. Route 125 also connects with Omnitrans' Routes 8, 15, and 19 at the Redlands Mall Transfer Center on Redlands Boulevard. This service operates on weekdays.

Foothill Transit

Foothill Transit serves the San Gabriel Valley in Los Angeles County including the City of Pomona bordering Omnitrans' service area. Foothill Transit operates several routes that enter Omnitrans' service area at the Montclair Transit Center and Pomona Transit Center. Agreements between the two agencies allow passengers and employees with easy transfers between the agencies at points of contact if a rider has a valid multi-use pass.

- Silver Streak provides 15 minute headways between the L.A. Convention Center to the Montclair Transit Center, where it connects with Omnitrans' Routes 66, 84, 85, 88, 290 and OmniRide Upland. The route operates 24 hours a day on weekdays and weekends.
- Route 188 provides 15-minute headways from the Azusa Intermodal Transit Center to the Montclair Transit Center where it connects with Omnitrans' Routes 66, 84, 85, 88, 290 and OmniRide Upland.
- Route 197 provides 30-minute headways from the Pomona Transit Center, where it connects to Omnitrans' Route 61 and to the Montclair Transit Center where it connects with six of Omnitrans' routes. This route operates seven days a week.
- Route 480 provides a 20/30-minute headway from West Covina to the Montclair Transit Center where it connects to six of Omnitrans' routes. The route operates. On weekdays and weekends.
- Route 492 provides a 30-minute headway from El Monte to the Montclair Transit Center where it connects with six of Omnitrans' routes. The route operates seven days a week.
- Route 699 provides 15-minute headways from downtown Los Angeles to the Montclair Transit Center where it connects to six of Omnitrans' routes. This route operates weekdays only.

Sunline Transit

Sunline Transit provides a system of 15 public bus routes that link the valley from Desert Hot Springs in the northwest to North Shore in the southeast with Line 111 as the major trunk line that extends east along Highway 111. The agency also provides a demand response service which operates on a deviated fixed route basis that allows travel for all persons including those with disabilities and limited mobility.

- CommuterLink Route 10 provides 2-hour headways during peak hours from the Sunline Indio Facility to the San Bernardino Transit Center where it connects with Omnitrans' Routes 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 290, 300, 305, sbX Green Line and OmniAccess. The route also connects to Cal State University San Bernardino where it connects to Omnitrans' Routes 2, 6, 312 and sbX Green Line. The route operates weekdays only.

Metrolink

Metrolink commuter rail service is operated by the Southern California Regional Rail Authority, which is comprised of 5 counties including San Bernardino. Metrolink's San Bernardino Line, Inland Empire-

Orange County Line, and Riverside Line have ten stations within the Omnitrans service area, with most transfer activity occurring at the San Bernardino, Fontana, Montclair, and Downtown Pomona stations. Riders transferring from Metrolink can use Metrolink fare media on Omnitrans' fixed routes only.

Omnitrans is reimbursed by Metrolink at a rate of half base fare for Metrolink riders transferring to/from Omnitrans that use a valid Metrolink pass. Additionally, the Riverside County Transportation Commission (RCTC) reimburses Omnitrans an additional half base fare for Metrolink transfers that occur on Route 215 that connects into the Downtown Riverside Metrolink Station.

Arrow Rail Service, or the Redlands Rail, is Metrolink's latest rail service. The rail line stops at five stations including the Redlands Depot, ESRI campus in Redlands, the University of Redlands, the Tippecanoe station in San Bernardino, and the San Bernardino Transit Center.

Omnitrans services connect to a total of 12 stations with Metrolink services shown in Exhibit 41.

Exhibit 41: Omnitrans Cooperative Service Agreement with Metrolink, FY2023

Metrolink Line	Station	Route Name/Lines
San Bernardino	Fontana	10, 14, 15, 19, 61, 66, 67, 82, 312
San Bernardino	Montclair	66, 84, 85, 88, 290, OmniRide Upland
Riverside	Ontario East	81
Riverside	Pomona (Downtown)	61
San Bernardino	Rancho Cucamonga	82, 380
Arrow	Redlands Depot	8, 15, 19
San Bernardino	Rialto	15, 22
Riverside Inland Empire-Orange County 91/Perris Valley	Riverside	215
San Bernardino Inland Empire-Orange County Arrow	San Bernardino Transit Center (Downtown)	1, 2, 3, 4, 6, 8, 10, 15, 215, 290, 300, 305, sbX Green Line
San Bernardino Inland Empire-Orange County	San Bernardino Depot	1
Arrow	Tippecanoe Avenue (San Bernardino)	8
San Bernardino	Upland	83, 85, OmniRide Upland

FlixBus

FlixBus is an intercity, long-haul carrier that services the San Bernardino Transit Center. The service connects with 13 Omnitrans' routes, OmniAccess, and regional partners such as RTA, VVTA, Mountain Transit, Beaumont, and Sunline. FlixBus connects passengers to destinations such as Downtown Los Angeles, to the Anaheim Regional Transportation Intermodal Center, and Las Vegas.

Greyhound

Greyhound is the largest provider of intercity bus transportation, serving more than 3,800 destinations nationwide. Greyhound's San Bernardino station is located at 596 North G Street. It is serviced by Omnitrans' Route 10 and 14 and is located less than a mile from the San Bernardino Transit Center. During this SRTP, Greyhound plans to relocate to the Santa Fe Depot located at 1170 W 3rd St in San Bernardino.

Greyhound provides service to the Montclair Transit Center where Foothill Transit and Omnitrans services exist. At this transit center Greyhound connects with Omnitrans' Routes 66, 84, 85, 88, 290, and OmniRide Upland.

Amtrak

Amtrak is the national rail operator for intercity passenger service, serving over 500 destinations in 46 states. Amtrak's Southwest Chief Line stops at the Santa Fe Depot in San Bernardino, which is served by Omnitrans' Route 1. In addition, Amtrak's Sunset Limited and Texas Eagle lines stops at 198 East Emporia Street in Ontario, which is less than a quarter of a mile walk from Omnitrans' Routes 61, 83 and 87.

Amtrak's Thruway buses provide feeder service from the Ontario and San Bernardino Amtrak stations to Amtrak's other California routes, as well as provide bus service to tourist destinations such as Las Vegas, Palm Springs/Cabazon, and beach cities.

Federal and State Agencies

Omnitrans also interacts with various federal, state, and local agencies.

Federal Transit Administration

The Federal Transit Administration (FTA) is the primary federal entity for public transportation, under the United States Department of Transportation (USDOT). The FTA provides financial and technical assistance to local public transit systems. The FTA has review authority over the federal environmental documentations, grants, and federally funded projects produced by Omnitrans. As a direct recipient, Omnitrans receives a large portion of programmed funding from the FTA, including pass-through funds awarded to sub-recipients. More information can be found at www.fta.dot.gov.

California Transportation Commission

The California Transportation Commission (CTC) is the primary decision-making body within California for state funding programmed and allocated to Omnitrans for capital projects. The CTC was established in 1978 by Assembly Bill 402 and is the Commission responsible for adopting the State Transit Improvement Program (STIP), which details all agency expenditures over the next five years on a biannual basis. Every change that is made to Omnitrans' capital and operating programs must ultimately be approved by the CTC before it can be included in a grant that goes to the FTA. More information can be obtained about the CTC on the state's web site, www.catc.ca.gov.

Caltrans

The California Department of Transportation (Caltrans) plays a role in implementing the programming and monitoring of some grant funds for transit projects in California. As such, Omnitrans submits reports to Caltrans for state-funded projects. Omnitrans is located within Caltrans District 8. Additional information can be found on Caltrans website www.dot.ca.gov.

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization overseeing the cities and counties of Imperial, Los Angeles, Orange, Riverside, Ventura, and San Bernardino. SCAG conducts research and plans transportation, growth management, hazardous waste management, and air quality for the six-county region. SCAG is responsible for adopting the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Transportation projects outlined in the RTP/SCS's long-term vision for multimodal transportation are later programmed in the Federal Transportation Improvement Program (FTIP), the capital listing of all transportation projects proposed over a six-year period. Capital and operating projects must be approved and listed within the FTIP before they can be included in a grant application to the FTA. Additional information about SCAG and the current RTP/SCS can be found at www.scag.ca.gov.

County Agencies

The County of San Bernardino is a member of the Joint Powers Authority of Omnitrans and has representation on Omnitrans' Board of Directors. Omnitrans works with the County as it does with its member cities, as the County is responsible for planning and engineering for its unincorporated areas. In addition, Omnitrans works in close partnership with San Bernardino County Transportation Authority (SBCTA).

San Bernardino County Transportation Authority

The San Bernardino County Transportation Authority (SBCTA) is the transportation planning agency for San Bernardino County. SBCTA is responsible for cooperative regional planning and serves as the County Transportation Commission, which programs funds for bus transportation. As the County Transportation Commission, SBCTA has the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From this list, SCAG develops the FTIP based on consistency with the current RTP, inter-county connectivity, financial constraint, and conformity satisfaction. The San Bernardino Council of Governments (SBCOG) fulfills a regional planning function and operates under the same office and same Board of Directors as SBCTA. Further information about SBCTA and SBCOG can be found at www.gosbcta.com.

City Partnerships

Omnitrans works closely with its JPA member cities and neighboring cities to coordinate planning efforts and projects. Omnitrans staff often reviews cities' transportation project plans and development proposals for coordination with the transit system (for example, bus stop placement and

amenities). Cities also frequently include future transit plans in their General Plan updates or require property developers to build transit amenities.

Omnitrans works in partnership with the cities to develop infrastructure improvements, such as bus stop improvements and transit centers or transfer centers. Several cities in Omnitrans' service area are planning transit-oriented development along future bus rapid transit (BRT) routes, to help capture the benefit of BRT and to promote high ridership in the areas around the stations.

FINANCIAL PLAN

Omnitrans' projected financial position remains strong with a balanced operating and capital forecast through 2030. Over the period FY2023-2030, Omnitrans projected total revenue is \$1.2 billion and total costs are \$1.2 billion, with \$221 million for planned capital expenses and \$969 million for planned operating expenses. The annual details are shown in Exhibit 42. While there are a few capital years with a deficit, these can be funded with prior year capital surplus bringing a slight surplus through the entire period.

Exhibit 42: Forecasted Operating and Capital Total Cost, Revenue and Surplus/(Deficit)
by Year 2023-2030

Constrained Plan Operating Summary									
	2023	2024	2025	2026	2027	2028	2029	2030	Total
Operating Revenue	\$ 90,503,888	\$ 102,992,546	\$ 111,827,211	\$ 122,070,370	\$ 127,823,137	\$ 133,341,956	\$ 137,861,747	\$ 143,139,963	\$969,560,817
Operating Cost	\$ 90,503,888	\$ 102,992,546	\$ 111,827,211	\$ 122,070,370	\$ 127,823,137	\$ 133,341,956	\$ 137,861,747	\$ 143,139,963	\$969,560,817
Annual Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Constrained Plan Capital Summary									
	2023	2024	2025	2026	2027	2028	2029	2030	Total
Capital Revenue	\$ 7,245,799	\$ 68,825,064	\$ 63,745,139	\$ 44,617,740	\$ 54,113,131	\$ 55,132,205	\$ 56,910,529	\$ 30,834,734	\$381,424,341
Capital Used for Operating	\$ 4,545,799	\$ 14,329,488	\$ 17,344,225	\$ 18,919,302	\$ 20,579,567	\$ 21,472,352	\$ 22,353,519	\$ 22,971,486	\$142,515,738
Available for Capital	\$ 2,700,000	\$ 54,495,576	\$ 46,400,913	\$ 25,698,438	\$ 33,533,564	\$ 33,659,853	\$ 34,557,010	\$ 7,863,248	\$238,908,603
Capital Cost	\$ 2,700,000	\$ 31,941,500	\$ 59,605,460	\$ 21,103,369	\$ 36,950,578	\$ 30,758,353	\$ 32,390,509	\$ 6,169,133	\$221,618,902
Annual Surplus/(Deficit)*	\$ -	\$ 22,554,076	\$ (13,204,547)	\$ 4,595,069	\$ (3,417,014)	\$ 2,901,500	\$ 2,166,501	\$ 1,694,115	\$ 17,289,701
Running Balance*	\$ -	\$ 22,554,076	\$ 9,349,529	\$ 13,944,598	\$ 10,527,584	\$ 13,429,085	\$ 15,595,586	\$ 17,289,701	
*potential use match for federal/state/regional grants									

The balanced operating forecast include service resumption to planned pre-pandemic levels as defined in the ConnectForward service plan. This is now considered the baseline service level, which Omnitrans projects to reach in FY2025. The only service addition planned in the baseline service level is the West Valley Connector, which is programed in this SRTP to begin revenue service as the sbX Purple Line in May 2025. Overall, the current project timeline shows service starting between May and November 2025.

The operating plan includes two \$0.25 fare increases in FY2026 and FY2029. More details can be found in the Fare Policy chapter of this SRTP.

With the baseline operating plan balanced, Omnitrans will work with San Bernardino County Transportation Authority (SBCTA) and other funding partners to fund expanded service beyond the baseline as described in the unconstrained plan of this SRTP.

The balanced capital plan includes the required transition to zero emission buses through 2030 and corresponding infrastructure investment. It also includes maintaining a state of good repair on all assets and planned improvements to technology and amenities. This capital plan is based on typical formula funding. There are significant competitive capital grant funding sources that Omnitrans will seek to either expand capital improvements beyond the baseline or expedite planned projects.

Funding Sources

The funding assumptions are based on the funding sources currently available to Omnitrans. This includes existing revenue sources at the federal, state, and local levels. The level of funding estimated to be available over the next seven years (FY2023 – FY2030) is based on the fund estimates provided by SBCTA and Omnitrans' projections.

Fare Revenue

Fare revenue in the financial plan is built on proposed changes described in the Fare Policy chapter of this SRTP. This includes two \$0.25 base fare increases in FY2026 and FY2029. These are equivalent to a 12.5% and 11.1% increase, respectively.

The biggest unknown related to projecting fare revenue is ridership recovery coming out of the pandemic. While the forecast assumes ridership growth, as seen in Exhibit 43, overall systemwide ridership is not projected to reach pre-pandemic levels through this forecast period. Ridership reaches close to pre-pandemic levels in 2030. The faster ridership growth in FY2024-2026 is attributed to three factors: service resumption, West Valley Connector and some general return of ridership. Fare revenue projections match ridership projections with the two proposed fare increases.

Exhibit 43: Projected Ridership and Fare Revenue FY 2018 to FY2030



Local Transportation Funds

In 1972, SB 325 created a fund for local transportation purposes. These funds are derived from a ¼-cent sales tax. These Local Transportation Funds (LTF) are intended to be “transit first” funding, meaning that funds are expected to be spent on transit projects to the extent that such projects are meeting all “transit needs that are reasonable to meet.”

Omnitrans' standard practice is LTF funds are assumed to be used for operations first, then as local match to federally funded capital projects when State Transit Assistance (STA) funds cannot be used.

SBCTA is responsible for allocating LTF in the San Bernardino Valley. Current SBCTA practice is to allocate LTF as part of a broader set of discretionary funds.

State Transit Assistance Funds

State Transit Assistance funds (STA) are derived from the statewide sales tax on gasoline and diesel fuel through the Public Transportation Account (PTA) as part of the State Transportation Improvement Program (STIP). Proposition 42, passed by the voters in 2002, requires that state sales and use taxes on the sale of motor vehicle fuel be used for public transportation, city and county street and road repairs and improvements, and state highway improvements. Proposition 42 revenue partially funds the Public Transportation Account, with some of those funds available for STIP projects and some for STA.

STA funds are allocated to SBCTA and to each public transit operator. Funds apportioned to SBCTA are made available to transit operators based on their service area population. Current SBCTA practice is to allocate STA as part of a broader set of discretionary funds. STA funds are stabilizing as the state is reducing the use of diesel fuel. Omnitrans anticipates that these reductions in STA funds will be replaced with the use of State of Good Repair funding. Omnitrans uses STA funds for both operating cost and capital projects.

State of Good Repair

On April 28, 2017 Governor Brown signed Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), known as the Road Repair and Accountability Act of 2017. Senate Bill 1 will provide over \$50 billion in new transportation funding over the next decade to repair highways, bridges, and local roads, to make strategic investments in congested commute and freight corridors, and to improve transit service. SB 1 provides approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation, and capital projects. SB 1 Funds comes to the region through an annual formula allocation. SBCTA allocates 100% of the SB 1 funds to Omnitrans.

Low Carbon Transit Operations Program

The Low Carbon Transit Operations Program (LCTOP) is a program funded by auction proceeds from the California Air Resources Board Cap-and-Trade Program. LCTOP provides public transportation operating and capital assistance to transit agencies to reduce greenhouse gas emissions and improve mobility through new and enhanced services. LCTOP funding comes to the region through an annual formula allocation. A portion of LCTOP comes directly to Omnitrans and a portion of LCTOP goes through SBCTA. Current SBCTA practice is to allocate LCTOP as part of a broader set of discretionary funds.

FTA Formula Funds

The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law by President Biden on November 15, 2021. The law authorizes \$1.2 trillion for transportation and infrastructure spending. This significant increase in federal funding allocates additional funding to Omnitrans. Omnitrans expects to see a 30% increase in FTA starting in FY2024.

The FTA Section 5307 Large Urban Cities is a formula program with funds apportioned to urbanized areas with populations over 50,000. Funds can only be used for capital projects, including the purchase of vehicles and facility maintenance. While Section 5307 funds are targeted for capital purposes,

operating expenses associated with vehicle maintenance may be “capitalized” and paid for with Section 5307 funds.

Omnitrans receives Section 5307 funds from two urbanized areas (UZAs): 1) Los Angeles/Long Beach UZA; and 2) Riverside/San Bernardino UZA. The Southern California Association of Governments (SCAG) is the designated recipient. Using federal transit data, SCAG determines the amount of Section 5307 funds apportioned to the areas based on a variety of variables. In the Riverside/San Bernardino UZA, funds are apportioned by SBCTA based on a variety of variables.

The FTA Section 5310 funds are used to improve mobility for seniors and individuals with disabilities. Omnitrans typically uses these funds to support the purchase of OmniAccess vehicles. Omnitrans receives Section 5310 funds from two UZAs. 100 % of FTA Section 5310 funds from the Los Angeles/Long Beach UZA is directly provided to Omnitrans while the FTA 5310 Funds for the Riverside/San Bernardino UZA are allocated through a competitive process administered by Caltrans.

The FTA Section 5337 funds support maintaining a state of good on major transit capital projects. FTA 5337 funds are specifically associated with dedicated guideway programs, such as Omnitrans’ sbX Green Line. These funds can be used to support sbX Green Line stations or purchase of vehicles. Omnitrans will begin receiving section 5337 funds for the first time in FY2024 as there is a minimum of a seven-year lag between when a new dedicated guideway begins and the eligibility to receive state of good repair funds to support it. Ultimately, the fixed guideway on the West Valley Connector project (sbX Purple Line) will generate additional 5337 funds for Omnitrans but these funds will not yet be available during this planning horizon.

The FTA Section 5339 funds are federal capital funding to replace, rehabilitate and purchased buses and related equipment and to construct bus-related facilities. The 5339 funds shown in this revenue forecast is for formula funding only. The 5339 program has several competitive programs as well, which Omnitrans will also seek to enhance funding for zero-emission buses and related infrastructure.

Measure I Local Sales Tax for Transit

The ½-cent sales tax available for transportation projects in San Bernardino County is administered by SBCTA. As part of the Measure I sales tax, 8% of the Valley subarea’s total share is apportioned to the Senior and Disabled (S&D) fund. From the S&D fund, a minimum of 25% is to support the operation of the Consolidated Transportation Services Agency (CTSA), which is Omnitrans’ Mobility Services department. The remaining 75% of Measure I – S&D funds are to be used to reduce fares and enhance transit service for elderly individuals and individuals with disabilities.

Projected Measure I estimates are based on the allocation projections from SBCTA.

Additionally, 5% of Measure I revenue is dedicated to Express Bus/BRT. This was increased by the ordinance from 2% in 2020. To date, this Express Bus/BRT funding has been used to support capital delivery of the sbX Green Line and the West Valley Connector. When the West Valley Connector begins service as the sbX Purple Line some portion of this funding will be used to operate the Purple Line.

In-Kind Transfers

In-kind transfers are donations of land or other assets used to complete an infrastructure project. In-kind transfers can be of various forms, including transfers from private developers and/or from other government agencies. There are no in-kind transfers assumed during the planning horizon of this SRTP.

Advertising and Auxiliary Revenue

Omnitrans generates revenues from investment income and advertising allowed on its vehicles. On an annual basis, these two sources generated about \$0.7 million in FY2023 that was used for operations.

Low Carbon Fuel Standard Credits

Omnitrans operates clean air vehicles both using Compressed Natural Gas (CNG) and battery-electric buses. The uses of the propulsion systems is incentivized by the California Air Resources Board (CARB) through the generation of Low Carbon Fuel Standard (LCFS) Credits. The LCFS credit program aims to reduce emissions in the transportation sector by limiting the carbon intensity (CI) of fuels used. Fuels like petroleum are high CI fuels, whereas compressed natural gas, biogas, hydrogen, and electricity used for electric vehicles (Evs) are low CI fuels. Omnitrans generated approximately \$1.6 million in LCFS credits in FY2023 and these are projected to grow 1% per year.

Exhibit 44 summarizes these operating funding sources by year for FY2023 through FY2030. Exhibit 45 summarizes these capital funding sources by year for FY2023 through FY2030.

Exhibit 44: Omnitrans' Operating Revenues Forecast

	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
Generated Revenue									
Fares (Baseline)	\$ 8,088,000	\$ 9,765,918	\$ 10,780,287	\$ 12,668,037	\$ 13,434,942	\$ 14,007,336	\$ 15,033,201	\$ 15,333,074	\$ 99,110,795
Advertising Income	\$ 600,000	\$ 755,000	\$ 762,550	\$ 770,176	\$ 777,877	\$ 785,656	\$ 793,513	\$ 801,448	\$ 6,046,219
Other LCFS	\$ 1,600,000	\$ 1,700,000	\$ 1,717,000	\$ 1,734,170	\$ 1,751,512	\$ 1,769,027	\$ 1,786,717	\$ 1,804,584	\$ 13,863,010
Total Generated Revenue	\$ 10,288,000	\$ 12,220,918	\$ 13,259,837	\$ 15,172,383	\$ 15,964,331	\$ 16,562,019	\$ 17,613,431	\$ 17,939,106	\$ 119,020,024
SBCTA Discretionary TBD ¹	\$ 47,920,372	\$ 47,928,596	\$ 49,141,357	\$ 59,145,125	\$ 61,579,023	\$ 64,752,125	\$ 66,502,678	\$ 69,913,523	\$ 466,882,798
LCTOP-Pop (1st/Last Mile)	\$ -	\$ 1,066,277	\$ 1,119,590	\$ 1,164,374	\$ 1,210,949	\$ 1,254,543	\$ 1,299,707	\$ 1,346,496	\$ 8,461,936
LCTOP-Pop Free Student fares	\$ 406,729	\$ 985,000	\$ 378,828	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 3,520,557
LCTOP-Pop - Other operating	\$ -	\$ 1,814,206	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,814,206
LCTOP-Total	\$ 406,729	\$ 3,865,483	\$ 1,498,418	\$ 1,514,374	\$ 1,560,949	\$ 1,604,543	\$ 1,649,707	\$ 1,696,496	\$ 13,796,699
Measure I Funds									
MSI S&D	\$ 8,250,287	\$ 12,562,372	\$ 12,845,714	\$ 13,220,797	\$ 13,606,773	\$ 14,003,958	\$ 14,412,676	\$ 14,833,258	\$ 103,735,835
MSI CTSA	\$ 3,230,290	\$ 3,984,456	\$ 4,207,538	\$ 4,375,840	\$ 4,550,874	\$ 4,714,705	\$ 4,856,736	\$ 5,031,578	\$ 34,952,017
MSI BRT/Express Bus	\$ -	\$ -	\$ 1,092,833	\$ 6,557,000	\$ 6,808,268	\$ 7,050,941	\$ 7,283,571	\$ 7,556,805	\$ 36,349,419
MSI-Total	\$ 11,480,577	\$ 16,546,828	\$ 18,146,086	\$ 24,153,637	\$ 24,965,915	\$ 25,769,605	\$ 26,552,983	\$ 27,421,641	\$ 175,037,271
Operator Shares									
STA-OP	\$ -	\$ 2,813,660	\$ 2,500,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000	\$ 16,313,660
SGR-OP	\$ -	\$ 375,000	\$ 382,500	\$ 390,150	\$ 397,953	\$ 405,912	\$ 414,030	\$ 422,311	\$ 2,787,856
LCTOP-OP	\$ 578,411	\$ 575,400	\$ 575,400	\$ 575,400	\$ 575,400	\$ 575,400	\$ 575,400	\$ 575,400	\$ 4,606,211
Other	\$ 284,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 284,000
Total State Operator Shares	\$ 862,411	\$ 3,764,060	\$ 3,457,900	\$ 3,165,550	\$ 3,173,353	\$ 3,181,312	\$ 3,189,430	\$ 3,197,711	\$ 23,991,727
Capital Used for Operating	\$ 4,545,799	\$ 14,329,488	\$ 17,344,225	\$ 18,919,302	\$ 20,579,567	\$ 21,472,352	\$ 22,353,519	\$ 22,971,486	\$ 142,515,738
Existing Operating Funding									
LTF Carryover	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,000,000
ARPA Competitive	\$ -	\$ 4,337,173	\$ 8,979,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,316,560
Total Existing Operating Funding	\$ 15,000,000	\$ 4,337,173	\$ 8,979,387	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,316,560
Total Operating Funds	\$ 90,503,888	\$ 102,992,546	\$ 111,827,211	\$ 122,070,370	\$ 127,823,137	\$ 133,341,956	\$ 137,861,747	\$ 143,139,963	\$ 969,560,817

¹ From discretionary sources determined by SBCTA including but not limited to: LTF, Population Shares of STA/SGR/LCTOP, Measure I, and other state/federal transit funds. Sources to be determined annually based on Omnitrans' budget needs in coordination with SBCTA.

Exhibit 45: Omnitrans' Capital Revenues Forecast

	2023	2024	2025	2026	2027	2028	2029	2030	TOTAL
CMAQ		\$ 19,976,014	\$ 26,486,646	\$ 17,117,915	\$ 26,369,560	\$ 27,142,452	\$ 28,672,131	\$ 2,345,204	\$ 148,109,922
FTA 5307	\$ 17,245,799	\$ 23,894,287	\$ 24,133,230	\$ 24,374,562	\$ 24,618,308	\$ 24,864,491	\$ 25,113,136	\$ 25,364,267	\$ 189,608,079
FTA 5310	\$ -	\$ 425,000	\$ 425,000	\$ 425,000	\$ 425,000	\$ 425,000	\$ 425,000	\$ 425,000	\$ 2,975,000
FTA 5339	\$ -	\$ 1,987,081	\$ 1,987,081	\$ 1,987,081	\$ 1,987,081	\$ 1,987,081	\$ 1,987,081	\$ 1,987,081	\$ 13,909,567
FTA 5337	\$ -	\$ 713,182	\$ 713,182	\$ 713,182	\$ 713,182	\$ 713,182	\$ 713,182	\$ 713,182	\$ 4,992,274
Measure I S&D	\$ -	\$ -	\$ 10,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000,000
Existing Capital Funds	\$ (10,000,000)	\$ 21,829,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,829,500
Total	\$ 7,245,799	\$ 68,825,064	\$ 63,745,139	\$ 44,617,740	\$ 54,113,131	\$ 55,132,205	\$ 56,910,529	\$ 30,834,734	\$ 381,424,341
Potential Competitive Sources									
Low/No	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bus & Bus Facilities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RAISE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TIRCP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CARB-CMO, STEP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Calstart Energize	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MSRC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Carl Moyer / AB617	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HVIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
VW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Article 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Potential Capital	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 7,245,799	\$ 68,825,064	\$ 63,745,139	\$ 44,617,740	\$ 54,113,131	\$ 55,132,205	\$ 56,910,529	\$ 30,834,734	\$ 381,424,341
Capital Used for Operating	\$ 4,545,799	\$ 14,329,488	\$ 17,344,225	\$ 18,919,302	\$ 20,579,567	\$ 21,472,352	\$ 22,353,519	\$ 22,971,486	\$ 142,515,738
Total Remaining	\$ 2,700,000	\$ 54,495,576	\$ 46,400,913	\$ 25,698,438	\$ 33,533,564	\$ 33,659,853	\$ 34,557,010	\$ 7,863,248	\$ 238,908,603

Operating Expenses

The primary driver of Omnitrans operating expenses is the service levels operated. The detailed hours and miles of service planned can be found at the end of the Constrained Plan chapter summarized in Exhibit 130. With service resumption driving revenue hour growth in FY2024 and FY2025, the introduction of the sbX Purple Line increasing revenue hours in FY2025 and FY2026 and gradual recovery of OmniAccess service in the out years, Omnitrans total revenue hours across all services are expected to increase from 635,000 revenue hours in FY2023 to 820,000 revenue hours in FY2030, an increase of 29%.

Additionally, U.S. inflation is at the highest level in over 40 years. Current US inflation is 7.1% as of November 2022. As a result, Omnitrans is assuming a higher cost escalation rate than in prior operating expense forecasts. For FY2024 and FY2025 the escalation rate of 5% is used, for FY2026 and FY2027 the escalation rate of 4% is used and 3.6% escalation is used in subsequent years.

Combining service resumption, the introduction of the sbX Purple Line and these cost escalation rates, Omnitrans annual operating cost is estimated to increase from \$90.5 million in FY2023 to \$143.1 million in FY2030. This is a total increase of 58% and an annualized increase of 7%. As can be seen in Exhibit 46, the primary increases are in FY2024-FY2026 tied to service resumption and the Purple Line, where the annual increases are 13.8%, 8.6% and 9.2%, respectively. Each year after that sees annual increase at or below 4.7% per year.

Exhibit 46: Omnitrans' Operating Expense Forecast

Constrained Plan Operating Costs									
	2023	2024	2025	2026	2027	2028	2029	2030	Total
MBDO	\$ 65,047,980	\$ 74,466,478	\$ 78,628,744	\$ 80,746,768	\$ 84,095,329	\$ 87,491,650	\$ 90,131,791	\$ 93,376,535	\$ 653,985,275
MBPT	\$ 3,247,141	\$ 3,409,498	\$ 3,579,973	\$ 3,723,172	\$ 3,872,099	\$ 4,011,495	\$ 4,155,909	\$ 4,305,521	\$ 30,304,809
BRT	\$ 4,130,256	\$ 6,044,423	\$ 7,755,227	\$ 13,761,143	\$ 14,432,798	\$ 14,952,379	\$ 15,360,571	\$ 15,913,551	\$ 92,350,347
First/last mile Connects	\$ 926,390	\$ 1,066,277	\$ 1,119,590	\$ 1,164,374	\$ 1,210,949	\$ 1,254,543	\$ 1,299,707	\$ 1,346,496	\$ 9,388,325
OmnniRide	\$ 1,775,974	\$ 1,795,913	\$ 1,958,011	\$ 2,036,332	\$ 2,117,785	\$ 2,194,025	\$ 2,189,075	\$ 2,267,882	\$ 16,334,998
OmnniAccess	\$ 12,145,858	\$ 12,818,153	\$ 15,224,269	\$ 16,934,731	\$ 18,242,172	\$ 19,447,187	\$ 20,590,354	\$ 21,646,799	\$ 137,049,523
CTSA	\$ 3,230,290	\$ 3,391,805	\$ 3,561,395	\$ 3,703,851	\$ 3,852,005	\$ 3,990,677	\$ 4,134,341	\$ 4,283,177	\$ 30,147,539
Baseline Total	\$ 90,503,888	\$ 102,992,546	\$ 111,827,211	\$ 122,070,370	\$ 127,823,137	\$ 133,341,956	\$ 137,861,747	\$ 143,139,963	\$ 969,560,817

In addition to capturing operating expenses by service type as shown above, Omnitrans expenses are accounted for as an enterprise fund (proprietary fund type) using the economic resources measurement focus, and the accrual basis of accounting. A fund is an accounting entity with a self-balancing set of accounts established to record the financial position and results of operations of a specific governmental activity. The activities of enterprise funds closely resemble those of ongoing businesses in which the purpose is to conserve and add to basic resources while meeting operating expenses from current revenues. Enterprise funds account for operations that provide services on a continuous basis and are substantially financed by revenues derived from user charges. Revenues are recognized when earned and expenses are recognized as they are incurred.

Enterprise funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with an enterprise fund's principal operations. The principal operating revenues of Omnitrans consist of bus transit services. Non-operating revenues consist of federal, state and local operating grants, investment income, and special charges that can be used for either operating or capital purposes. Operating expenses for enterprise funds include the cost of sales, administrative expenses and depreciation on capital assets.

Omnitrans' operating expenses are the expenses associated with the operation of the transit agency and goods and services purchased for system operation. It is the sum of either the functions or the object classes listed below. Operating Expense Function is an activity performed or cost center of a transit agency. The four basic functions are:

- **Vehicle Operation** includes all activities associated with the subcategories of the vehicle operations function: transportation administration and support; revenue vehicle operation; ticketing and fare collection; and system security.
- **Vehicle Maintenance** includes all activities associated with revenue and non-revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, fueling, etc.) vehicles.
- **Non-Vehicle Maintenance** includes all activities associated with facility maintenance, including: maintenance of vehicle movement control systems; fare collection and counting equipment; structures, passenger stations, operating station buildings, grounds and equipment; communication systems; general administration buildings, grounds and equipment; and electric power facilities.

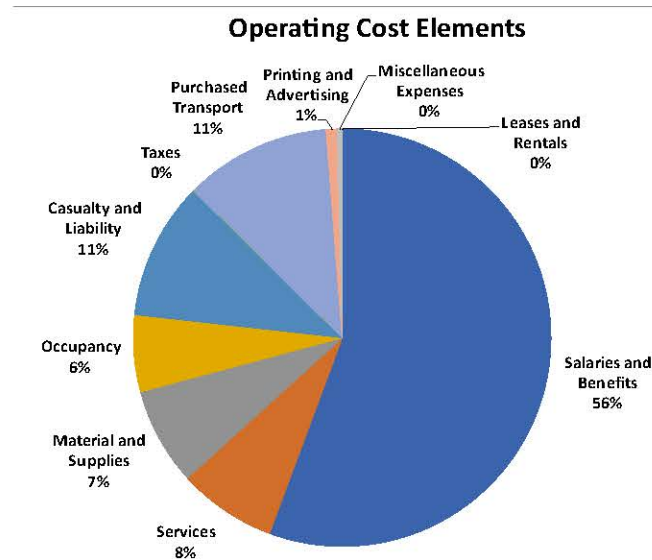
- **General Administration** includes all activities associated with the general administration of the transit agency, including transit service development, injuries and damages, safety, personnel administration, legal services, insurance, data processing, finance and accounting, purchasing and stores, engineering, real estate management, office management and services, customer services, promotion, market research and planning.

Operating Expense Object Class is a grouping of expenses on the basis of goods and services purchased. Eight Object Classes are reported on as follows:

- **Salaries and Wages** are the pay and allowances due employees in exchange for the labor services they render on behalf of the transit agency. The allowances include payments direct to the employee arising from the performance of a piece of work.
- **Fringe Benefits** are the payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee and payments and accruals direct to an employee arising from something other than a piece of work.
- **Services** include the labor and other work provided by outside organizations for fees and related expenses. Services include management service fees, advertising fees, professional and technical services, temporary help, contract maintenance services, custodial services, and security services.
- **Materials and Supplies** are the tangible products obtained from outside suppliers or manufactured internally. These materials and supplies include spare parts, tires, fuel, and lubricants. Freight, purchase discounts, cash discounts, sales and excise taxes (except on fuel and lubricants) are included in the cost of the material or supply.
- **Occupancy/Utilities** include the payments made to various utilities for utilization of their resources (e.g., electric, gas, water, telephone, etc.). Utilities include propulsion power purchased from an outside utility company and used for propelling electrically driven vehicles, and other utilities such as electrical power for purposes other than for electrically driven vehicles, water and sewer, gas, garbage collection, and telephone.
- **Casualty and Liability Costs** are the cost elements covering protection of the transit agency from loss through insurance programs, compensation of others for their losses due to acts for which the transit agency is liable, and recognition of the cost of a miscellaneous category of corporate losses.
- **Purchased Transportation** is transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. Purchased transportation does not include franchising, licensing operation, management services, cooperative agreements, or private conventional bus service.
- **Other Operating Expenses** is the sum of taxes, membership dues, travel, and other miscellaneous expenses.

For FY2023, these Operating Expense Object Class breakdowns are shown in Exhibit 47. Omnitrans largest expense category is Salaries and Benefits accounting for 56% of total expenses, followed by Purchased Transport and Casualty and Liability which are 11% each. Every other expense category is under 10% of total expenses. The Casualty and Liability expense object class is the most volatile category which is why Omnitrans has placed a high priority on risk mitigation and management.

Exhibit 47: Omnitrans' Operating Expenses by Operating Expense Object Class for FY2023



Finance Plan – Capital

Omnitrans Capital Plan

The Omnitrans Board of Directors adopted the Agency's first standalone Capital Plan, the Omnitrans FY2022-FY2023 Capital Plan, in September 2022. The Capital Plan is available online at https://omnitrans.org/wp-content/uploads/2021/12/Omnitrans_Capital_Plan_FY22-23.pdf. The Plan outlines and describes short-term, mid-term, and long-term capital projects that Omnitrans plans to implement through 2045, in furtherance of the agency's goals set forward in its Strategic Plan and Short-Range Transit Plan.

The purpose of Omnitrans' Capital Plan is to attract and retain customers while supporting employees and maintaining safety, security, environmental sustainability, and fiscal sustainability as an agency. The Capital Plan prioritizes capital projects in accordance with how well they align with the following goals:

- Regulatory compliance** Everything Omnitrans does must comply with a slate of Federal, State, and local regulations, including from funding agencies such as Federal Transit Administration (FTA), California Transportation Commission (CTC), California Air Resources Board (CARB), Southern California Air Quality Management District (SCAQMD), and more. Major regulations affecting Omnitrans' Capital Plan include the following:

- **Innovative Clean Transit Rule** CARB's Innovative Clean Transit Rule requires the conversion of Omnitrans' entire fleet of 40-foot buses to zero-emission by 2040, with phased-in purchases of zero-emission vehicles starting to be required in 2023. (More detail about the ICT and Omnitrans' plan for complying with it can be found in the Capital Plan). The costs of purchasing zero-emission buses and constructing charging/fueling infrastructure go far beyond Omnitrans' standard formula funding, so Omnitrans is seeking all possible grant funding sources to help fund this effort.
- **State of Good Repair** Omnitrans also incurs substantial capital costs for replacing, repairing, and upgrading infrastructure, equipment, and facilities to comply with FTA's guidance for asset management and maintaining capital assets, such as fleet and facilities, in a state of good repair. Omnitrans tracks the age and condition of all its capital assets, including vehicles, facilities, and bus stop amenities, and follows FTA guidance for determining the useful life of each asset. Omnitrans then determines when each asset needs to be rehabilitated or replaced, in line with Omnitrans' Transit Asset Management Plan (2018).
- **Americans with Disabilities Act (ADA)** The ADA requires access improvements at bus stops, which also require substantial funding and close partnerships with member jurisdictions to implement.
- **Vehicle replacements** Omnitrans uses a substantial portion of its regular formula capital funds to repair or replace capital assets including vehicles, to maintain them in a state of good repair in accordance with FTA guidance. In line with Omnitrans' Transit Asset Management Plan, Omnitrans undertakes a mid-life engine rebuild for 40-foot vehicles to extend their useful life from the FTA-approved useful life of 12 years to 14 years, and typically replaces them at 14 years. Smaller cutaway vehicles can be replaced at five years in accordance with FTA guidance, however, Omnitrans typically replaces at 7 years. FTA circular 5010.1E allows for the replacement of transit buses at 12 years or 500,000 miles and cutaways at 5 years or 150,000 miles.
- **Customer-focused improvements** To attract new riders and retain existing customers, Omnitrans remains focused on improving speed, efficiency, connectivity, and ease of use of its services. The Omnitrans Capital Plan includes capital projects as well as implementation of new services. While typically intended for one-time implementation of projects, capital grant funds are sometimes also available for piloting a new service or service expansion for a limited time.
- **Safety and security** Safety is Omnitrans' highest priority. Omnitrans continuously listens to and acts upon feedback from customers and employees to improve safety and security on buses, at bus stops, and at work. Omnitrans' [Bus Stop Safety Improvement Plan](#), adopted by the Omnitrans Board of Directors in December 2021, includes proposed projects to improve safety at and around bus stops. Omnitrans will seek grant funding for these projects. The FTA also requires that 1% of FTA 5307 funds be used toward safety and security annually, which also provides funding for these projects.

- **Sustainability (fiscal and environmental)** Financial and environmental sustainability are core to Omnitrans' mission, vision, and strategic goals. Omnitrans signed on to the American Public Transportation Association (APTA) Sustainability Commitment in 2014. Omnitrans also signed on to the FTA's Sustainable Transit for a Healthy Planet Challenge in 2022; and as part of this Challenge, Omnitrans completed its Climate Action Plan in April 2022, which is available at <http://omnitrans.org/sustainability/>. The Climate Action Plan outlines the Agency's Greenhouse Gases (GHG) emission reduction goals and targets, the actions the agency will take to achieve the targets, and methods for tracking progress on goals and actions.
- **Strong return on investment/reduce operating costs** The Omnitrans Capital Plan prioritizes Omnitrans' fiscally unconstrained (unfunded) capital projects based on how many agency goals are met by each project. One of the goals is return on investment and reduction of operating costs; such projects make use of one-time capital grant funds to improve Omnitrans' operational efficiency and reduce future operational costs.
- **Innovation/technology** Omnitrans continually strives to make use of available technology to improve operating efficiency, improve the customer experience, support its employees, and protect the environment. Omnitrans has already implemented mobile fare payment, for example, and is currently implementing a federal grant-funded project to install contactless mobile fare payment readers on buses and improve mobile app integration for mobile fare payment. The Omnitrans Capital Plan includes additional innovative/technology projects, such as transit signal priority and automated vehicle technology to improve operations, safety, and the customer experience.
- **Workforce development** The Omnitrans Capital Plan includes projects to meet the demands of today's workforce, including improving employee safety, using technology to improve employees' ability to work efficiently, and promoting employees' career development.

The Omnitrans FY2022-FY2023 Capital Plan contains a listing of financially constrained projects that will be funded with the formula capital funds expected to be available, as well as an unconstrained listing of projects for which discretionary grant funds will be sought. Exhibit 49 includes an updated listing of Omnitrans' expected capital expenses for FY2023 through FY2030, including financially constrained and financially unconstrained projects from Omnitrans' Capital Plan.

The fiscally constrained capital plan includes projects in the areas of Revenue Vehicles, Non-Revenue Vehicles, Information Technology, Transit Enhancements/Safety Security and Facilities. Each of these are described in the subsections below.

Revenue Vehicles

Omnitrans capital plan includes funding for the purchase of revenue vehicles. Omnitrans revenue vehicles are principally four types: (1) Forty-foot Compressed Natural Gas (CNG) powered vehicles; (2) Forty-foot Battery Electric powered vehicles; (3) Sixty-foot CNG powered vehicles for operations of the sbX service; (4) Sixteen passenger medium-sized CNG powered vehicles to operate select fixed –route service and demand response service. The capital plan calls for the replacement of the forty-foot and sixty-foot CNG powered vehicles as identified Exhibit 48. The sixteen-passenger medium-sized vehicles will be replaced in accordance with the required FTA replacement cycle for these vehicles.

Exhibit 48: Revenue Fleet Replacement Plan

Bus Series	Bus Model	Type	In Service Year	Useful Life	Eligible to Replace	Fuel Type	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
150	NF-SF-813	40'	2003	14	2017	CNG	4	-	-	-	-	-	-	-	-	-
1200	NF-SR-1337	40'	2009	14	2025	CNG	27	22	22	22	22	-	-	-	-	-
1230	NF-SR-1563	40'	2011	12	2023	CNG	9	6	6	-	-	-	-	-	-	-
1240	NF-SR-1564	40'	2011	12	2023	CNG	8	7	7	-	-	-	-	-	-	-
1250	NF-SR-1677	40'	2012	14	2026	CNG	20	20	20	20	20	20	-	-	-	-
1280	NF-SR-1820	40'	2014	14	2028	CNG	16	16	16	16	16	16	16	-	-	-
1301	NF-SR-1965	40'	2015	14	2029	CNG	15	15	15	15	15	15	15	15	15	-
1321	NF-SR-2029	40'	2016	14	2030	CNG	13	13	13	13	13	13	13	13	13	13
1341	NF-SR-2214	40'	2018	14	2032	CNG	24	24	24	24	24	24	24	24	24	24
2341	NF-SR-2340	40'	2019	14	2033	CNG	23	23	23	23	23	23	23	23	23	23
2500	NF-SR-2508	40'	2020	12	2032	ELEC	-	4	4	4	4	4	4	4	4	4
6000	NF-SSR-1565	60'	2012	14	2026	CNG	14	14	14	14	14	-	-	-	-	-
6015	NF-SR-2252	60'	2018	14	2032	CNG	1	1	1	1	1	1	1	1	1	1
WVC	WVC Fleet	40'	2024	12	2036	ELEC	-	-	-	-	18	18	18	18	18	18
New	Hydrogen	40'	2024	12	2036	ZEB	-	-	-	-	4	4	4	4	4	4
New	Replacement of 1200 Series	40'	2025	12	2037	ZEB	-	-	-	-	-	6	6	6	6	6
New	Replacement of 1200 Series	40'	2025	14	2039	CNG	-	-	-	-	-	16	16	16	16	16
New	Replacement of 1250 Series	40'	2026	12	2038	ZEB	-	-	-	-	-	-	10	10	10	10
New	Replacement of 1250 Series	40'	2026	14	2040	CNG	-	-	-	-	-	-	10	10	10	10
New	Replacement of 1280 Series	40'	2028	12	2040	ZEB	-	-	-	-	-	-	-	8	8	8
New	Replacement of 1280 Series	40'	2028	12	2040	CNG	-	-	-	-	-	-	-	8	8	8
New	Replacement of 1301 Series	40'	2029	12	2041	ZEB	-	-	-	-	-	-	-	-	-	15
New	Replacement of 1321 Series	40'	2030	12	2042	ZEB	-	-	-	-	-	-	-	-	-	-
New	Replacement of 1341 Series	40'	2032	12	2044	ZEB	-	-	-	-	-	-	-	-	-	-
New	Replacement of 2341 Series	40'	2033	12	2045	ZEB	-	-	-	-	-	-	-	-	-	-
New	Replacement of 2501 Series	40'	2021	12	2033	ZEB	-	-	-	-	-	-	-	-	-	-
New	Replacement of WVC Fleet	40'	2036	12	2048	ZEB	-	-	-	-	-	-	-	-	-	-
New	Replacement of 6000 Series	60'	2026	12	2038	CNG	-	-	-	-	-	-	7	7	7	7
New	Replacement of 6000 Series	60'	2026	14	2040	ZEB	-	-	-	-	-	-	7	7	7	7
New	Replace or Delete 6015	60'	2032	12	2044	ZEB	-	-	-	-	-	-	-	-	-	-
Total Including Contingency							174	165	165	152	174	174	174	174	174	174

Note: Omnitrans is also exploring purchasing ZEB's instead of CNG vehicles to accelerate transition to zero-emission and seek competitive funding for this purpose.

Non-Revenue Vehicles

Omnitrans utilizes various non-revenue service vehicles including relief cars used by coach operators and administrative staff. Trucks and vans are also used for maintenance and support activities. The capital plan includes funding necessary for the replacement of these vehicles.

Information Technology

Expenditures are necessary to enhance, improve and maintain all management infrastructure in the agency. This includes information systems, communication systems, fare technology systems, security systems and other computer related items. The investment in information technology will be used to replace/supplement outdated equipment with the intent of improving operating efficiencies.

Transit Enhancements/Safety and Security

Transit enhancements represent the costs for customer improvements at bus stops and shelters to improve and enhance the customer experience. This may include lighting, signage benches and other related customer amenities. Safety and Security expenses can be for customer facing facilities or to secure Omnitrans operations and maintenance facilities.

Facilities

Facility expenditures are necessary to maintain and enhance Omnitrans infrastructure. These costs include facility upgrades, office and shop equipment acquisitions, and other capital items needed to ensure that Omnitrans facilities are kept in a state of good repair.

Exhibit 49: Omnitrans' Capital Expense Forecast

	2023	2024	2025	2026	2027	2028	2029	2030	Total
Revenue Vehicles									
40' CNG		\$ 13,230,000	\$ 8,599,500		\$ 7,412,356				\$ 29,241,856
60' CNG			\$ 4,127,760	\$ 5,723,827					\$ 9,851,587
40' ZEB		\$ 8,599,500	\$ 14,905,800		\$ 12,848,084	\$ 24,957,403	\$ 22,408,421		\$ 83,719,208
60' ZEB			\$ 6,879,600	\$ 5,366,088					\$ 12,245,688
Cutaways			\$ 1,950,000	\$ 2,028,000	\$ 2,109,120	\$ 2,185,048	\$ 2,263,710	\$ 2,345,204	\$ 12,881,082
Total	\$ -	\$ 21,829,500	\$ 36,462,660	\$ 13,117,915	\$ 22,369,560	\$ 27,142,452	\$ 24,672,131	\$ 2,345,204	\$ 147,939,422
Non-Revenue Vehicles									
	\$ -	\$ 1,352,000	\$ 321,000	\$ 600,000	\$ 100,000	\$ 103,000	\$ 106,090	\$ 109,273	\$ 2,691,363
Information Technology									
Core IT	\$ 1,000,000	\$ 1,030,000	\$ 1,060,900	\$ 1,092,727	\$ 1,125,509	\$ 1,092,727	\$ 1,125,509	\$ 1,159,274	\$ 8,686,646
Radio/ITS		\$ 6,000,000							\$ 6,000,000
Fare Technology					\$ 7,000,000				\$ 7,000,000
Total	\$ 1,000,000	\$ 7,030,000	\$ 1,060,900	\$ 1,092,727	\$ 8,125,509	\$ 1,092,727	\$ 1,125,509	\$ 1,159,274	\$ 21,686,646
Transit Enhancements	\$ 500,000	\$ 515,000	\$ 530,450	\$ 546,364	\$ 562,754	\$ 579,637	\$ 597,026	\$ 614,937	\$ 4,446,168
Safety & Security	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,600,000
Facilities									
General Facilities	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,000,000	\$ 1,030,000	\$ 1,060,900	\$ 1,092,727	\$ 1,125,509	\$ 6,809,136
State of Good Repair	\$ 500,000	\$ 515,000	\$ 530,450	\$ 546,364	\$ 562,754	\$ 579,637	\$ 597,026	\$ 614,937	\$ 4,446,168
ZEB Infrastructure			\$ 10,000,000	\$ 4,000,000	\$ 4,000,000		\$ 4,000,000		\$ 22,000,000
WV Paratransit Facility			\$ 10,000,000						\$ 10,000,000
Total	\$ 1,000,000	\$ 1,015,000	\$ 21,030,450	\$ 5,546,364	\$ 5,592,754	\$ 1,640,537	\$ 5,689,753	\$ 1,740,446	\$ 43,255,304
Baseline Capital Total	\$ 2,700,000	\$ 31,941,500	\$ 59,605,460	\$ 21,103,369	\$ 36,950,578	\$ 30,758,353	\$ 32,390,509	\$ 6,169,133	\$ 221,618,902

Omnitrans' expected capital revenues are shown in Exhibit 45. The Omnitrans FY2022-FY2023 Capital Plan provides more detail on expected capital revenues. Omnitrans receives a regular annual allocation of formula capital funds. For large capital projects that need funding beyond what can be funded with regular formula allocations, Omnitrans applies for competitive discretionary grant funding sources. Exhibit 50 below describes the typical capital formula funds Omnitrans receives annually.

Exhibit 50: Typical Annual Capital Formula Funding to Omnitrans

Funding Source	Funding Program	Funding Type	Types of Projects Funded
FTA	5307	Federal	Can be used for all capital projects or eligible operating expenses such as preventive maintenance. 1% of 5307 funds must be spent on security/safety projects.
FTA	5307 CMAQ	Federal	Highway funds transferred to FTA to use for bus purchases.
FTA	5310	Federal	ADA capital expenses (i.e., paratransit vehicles).
FTA	5337	Federal	Fixed route / guideway state of good repair.
FTA	5339	Federal	Buses and bus facilities.
State of California	LCTOP	State	Capital or operating that reduce GHG emissions.
State of California	SB 1	State	State of Good Repair capital or operating projects.

Exhibit 51 below shows the typical sources of capital discretionary funds for which Omnitrans applies for capital projects.

Exhibit 51: Typical competitive funding sources for capital projects

Funding Source	Funding Program Funding	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
California Energy Commission (CEC)	Clean Transportation Program Light-Duty Vehicle and Multi-Use Hydrogen Refueling Infrastructure	State	Light-duty vehicle hydrogen refueling infrastructure and multi-use hydrogen refueling infrastructure.	Limit of \$1 million per station for Light-Duty Vehicle Hydrogen Refueling Infrastructure, or limit of \$3 million For Multi-Use Hydrogen Refueling Infrastructure
California State Transportation Agency (CalSTA)	Transit and Intercity Rail Capital Program (TIRCP)	State	Alternative fuel buses, charging/fueling infrastructure, microtransit service, maintenance facility upgrades or construction of new facilities, innovative fare payment systems, new operational models.	\$29 million average in 2020
California Transportation Commission (CTC)	Solutions for Congested Corridors Grant Program	State	Zero emission buses, transit hubs or stations, advanced technology, fare integration / fare Modernization, public transit facilities.	\$100 million average in 2020

Funding Source	Funding Program Funding	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
CALSTART	Clean Mobility Options Voucher Program	State	Operation of microtransit/mobility on-demand services, zero-emission vehicles, charging infrastructure, planning, public engagement.	\$1 million limit
CALSTART	Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIZE)	State	Zero emission buses and charging/fueling infrastructure.	50-75% of equipment costs incurred with a per-project limit of between \$500k and \$2M, depending on funding lane
Caltrans	Transit and Intercity Rail Capital Program (TIRCP)	State	Zero emission buses or infrastructure, or capital improvements to transit corridors such as construction of bus rapid transit corridors.	\$34.6 million average in 2022
CARB	Sustainable Transportation Equity Project (STEP) Implementation grants	State	Transit station improvements, transit operations improvements, transit passes, microtransit, network/fare integration, wayfinding/signage, etc.	\$6 million average in 2020 for implementation grants
CARB	HVIP Clean Truck and Bus Incentives	State	Vouchers to help supplement cost differential for replacing CNG vehicles with zero-emission vehicles.	Typically \$180,000 per bus for 40-foot bus
Department of Transportation (DOT)	Charging and Fueling Infrastructure Grants	Federal	Publicly accessible electric vehicle charging or hydrogen fueling infrastructure.	
Department of Transportation (DOT)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Federal	Alternative fuel buses, planning for new services, signal synchronization, workforce development center, alternative vehicle charging/fueling infrastructure, bus stop improvements, improved parking facilities.	\$17 million average in 2022
Federal Highway Administration (FHWA)	Advanced Transportation and Congestion Management Technologies Deployment Initiative	Federal	Advanced traveler information systems, advanced transportation management technologies, infrastructure maintenance/monitoring/condition assessment, advanced public transportation systems, data collection/analysis/dissemination systems, electronic payment systems, advanced mobility/technologies such as dynamic ridesharing and information systems to support human services for elderly and disabled individuals.	\$5 million average in 2020

Funding Source	Funding Program Funding	Funding Type	Potential Eligible Projects	Typical Size of Grant Award
Federal Transit Administration (FTA)	Buses and Bus Facilities Program	Federal	Replace or rehab buses or facilities.	\$4.5 million average in 2020
Federal Transit Administration (FTA)	Low or No Emission Grant Program (Low/No)	Federal	Alternative fuel buses, facility upgrades for charging/fueling infrastructure.	\$3 million average in 2020
Federal Transit Administration (FTA)	Accelerating Innovative Mobility (AIM)	Federal	Enhanced real-time information, navigation, or data management, app improvements, enhanced fare collection system, vehicle automation technology, or microtransit / mobility on demand.	\$300,000 award typical
Mobile Source Air Pollution Reductions Review Committee (MSRC)	Innovative Transportation Program	Local	Microtransit or other innovative mobility services.	
San Bernardino County Transportation Authority (SBCTA)	Transportation Development Act Article 3 Transit Stop Access Improvements Program	Local	Transit stop ADA access improvements, benches, and shelters.	Typically around \$700,000 available countywide and no more than 10% awarded within one jurisdiction. Omnitrans and local jurisdictions can apply.
San Joaquin Valley Air Pollution Control District (SJVAPCD)	Volkswagen Air Mitigation Funds	State	Vouchers to help supplement cost differential for replacing CNG vehicles with zero-emission vehicles.	Typically \$180,000 per bus for 40-foot bus
South Coast Air Quality Management District (SCAQMD)	Carl Moyer Program or AB617 Community Air Protection Program (CAPP) funds	Local	Alternative fuel buses, infrastructure to fuel/power alternative fuel buses.	\$800,000 average in 2020

SERVICE PERFORMANCE & MONITORING

Omnitrans uses key performance indicators (KPIs) to evaluate performance in order to refine services offered and business practices. These KPIs are compared to the established goals and standards outlined in this chapter.

Performance Metrics

The goals and standards set in this section are guided by the strategic vision set by Omnitrans' Board of Directors as expressed through Omnitrans' Senior Leadership. The specific performance metrics are based on Omnitrans' established pattern of setting goals and evaluation of historical and peer performance.

In developing metrics, there are multiple considerations included. For instance, the measurement must be useful in improving the customer experience, reducing costs or be of value in improving the effectiveness or efficiency of the business. Some key considerations include the following:

- Customer focused
- Cost-effective
- Clear, measurable & quantifiable
- Equally applied in all municipalities
- Equally applied to all residents
- Easy to implement and monitor
- Responsive to change

Omnitrans goals, standards and performance metrics are divided into four key areas:

1. Service Warrants
2. Service Standards
3. Service Key Performance Indicators
4. Business Key Performance Indicators

Service Warrants

Service warrants are standards that are used to determine if new services are warranted and viable. They address when services should be considered as part of this SRTP or should land use change before the next SRTP is developed.

The Omnitrans Board of Directors established a standard for resource allocation amongst routes and services such that Omnitrans moves to a 65% productive-oriented service and 35% coverage-oriented services. Productive-oriented services as:

- Frequent service, 20-minutes or better
- Direct travel typically straight-line corridor-oriented routes
- Bus stop amenities that are more prevalent due to higher ridership
- Express, limited-stop, or BRT services by design are productivity-oriented services as are any local underlay route related to one of these higher quality transit options

Prior to the recommendation of new services an analysis of ridership is required. A decision should be based on the probability of attracting sufficient ridership to meet the approved minimum farebox recovery ratio. In some cases, new services may only be warranted during weekday peaks when hourly productivity is sufficient to support farebox recovery requirements. In other cases, service requests to new business parks or new residential subdivisions could be considered through a partnership with major employers or developers to offset farebox recovery shortfalls when initial ridership during the early phases of development is too low to support the approved farebox recovery minimum.

Standards used for the introduction of new or increased fixed route service are summarized in Exhibit 52.

Exhibit 52: Fixed Route Service Warrants

Description	Measure	Target
Coverage	Distance from nearest service	½ mile from closest service
Employment: Office, commercial retail	Minimum 1 million square feet	30 min fixed route: 18 MSF Hourly fixed route: 11 MSF Circulator fixed route: 11 MSF Express fixed route: 11 MSF in 20 mile catchment area
Employment: Industrial, business park	Minimum 1 million square feet	30 min fixed route: 8 MSF Hourly fixed route: 5 MSF Circulator fixed route: 5 MSF Express fixed route: 5 MSF in 20 mile catchment area
Residential	Dwelling units (du) per acre	30 min fixed route: 7 du's/acre Hourly fixed route: 4 du's/acre Circulator fixed route: 4 du's/acre Express fixed route: 4 du's/acre in 20 mile catchment area
Route Deviation	Ratio of through passenger time added divided by deviation passenger time savings less walking time	Ratio less than 1 (net savings in total passenger travel time because of deviation)
Performance	Farebox recovery	Must show growth during first 12 months and meet service standards within 24 months of normal service levels

Demand response service warrants differ from fixed route service warrants. In accordance with ADA regulations, OmniAccess service coverage warrants are reliant upon fixed route and are adjusted with the expansion or decrease to meet the federal guidelines of providing ADA demand response service. OmniAccess service is warranted and required within ¾-mile of any regular local fixed route and within the same days and hours as fixed route.

Demand response services like OmniRide should only be considered in cases where there is sufficient potential ridership but insufficient ridership to support fixed route service. OmniRide service can also be considered in service areas with street patterns and widths that will not accommodate the safe and effective operation of a traditional fixed route vehicle.

If a new service is implemented following the warrant process, its performance should be evaluated in the following manner:

- Trial period of operation – new or enhanced routes would be operated on a trial basis for a period of 24 months of normal service and evaluated
- Warrants for continuance
 - A new or changed route would be continued after the nine-month trial period if the performance of the route reaches 75% of the minimum passengers per hour standard established for its route type
 - If the 75% performance level is not reached, the route would be subjected to additional marketing and/or corrective actions such as further changes to the route structure, spans and headways.
 - New or changed routes would be expected to reach or exceed the minimum passengers per hour standard after twelve months of operation.
- Warrants for discontinuance
 - If new or changed route remains below the minimum passengers per hour standard for six months following the implementation of marketing and corrective actions, the route would be discontinued or redesigned as appropriate.
 - Normally discontinuance would occur if a route cannot achieve 50% of the minimum passengers per hour standard established for the route.
 - If the new or changed route reaches or exceeds the minimum passengers per hour standard after twelve months of operation, it would become a normal part of the transit system and subject to the same adjustment and review procedures as existing routes

Service Standards

The service standards describe the key service characteristics once service is delivered. These characteristics describe frequency of service, hours of service, stop spacing and similar.

Fixed route service standards are summarized in Exhibit 53. These standards are the levels of service that Omnitrans desires to offer. Occasionally, these standards are not met because of budgetary realities, or the performance of a route does not meet requirements and hence may be modified below these prescribed standards.

OmniAccess must operate in accordance with ADA regulations and be provided in conjunction with fixed route service coverage.

Exhibit 53: Fixed Route (Local, sbX, Express, Community Circulator Service Warrants)

Description	Measure	Target
Route Coverage	Bus stop distance from all consumer destinations (residencies, employment, schools, shopping centers, etc.)	85% within ½ mile of a bus stop
Route Structure	The route coverage should use the appropriate family and tier of service to achieve satisfactory service KPI results	Routes should operate in a direct straight-line manner, the more frequent the service and the higher the quality the service the more direct the routing should be
Bus Stop Spacing	Distance between stops	Local/Community Circulator: stops should be placed approximately 0.25 miles apart (0.2-0.3 miles) Express: stops should be at major transfer centers or destinations; typically, spaced miles apart BRT: stops should be placed no closer than 0.5 miles apart with average spacing near 1.0 miles apart
Days of Service	Days of operations	Local/Community Circulator: routes should operate 7-days per week, unless performance does not warrant Express: should operate at least on weekdays, with evaluation of weekend service needs BRT: should operate at least on weekdays, with evaluation of weekend service needs
Span of Service	Minimum hours of service	Weekday: 6am-10pm Saturday: 7am-9pm Sunday: 7am-7pm
Service Frequency	Minimum desired service frequency	Local: 30-minute weekday; 60-minute weekend Community Circulator: 60-minute weekday; 60-minute weekend Express: 30-minute weekday; 60-minute weekend BRT: 10-minute peak with 15-minute off-peak weekday; 15-minute weekend
Vehicle Loads	Peak load factor (ratio of number of people onboard to number of seats)	Local/Community Circulator: 1.2 Express: 1.0 BRT: 1.5
Route Selection	Roads and streets that route will operate along	Buses will only operate along street engineered to facilitate safe and effective bus operations. Turning radii, street width, bus size, overhead clearances and nature of intersection are considered in these standards

Service KPIs

This category of evaluation includes service coverage and availability, productivity, fiscal performance, as well as standards related to patron convenience and comfort. Some measures of service availability, include a comparison of the Omnitrans system with the underlying demographic and socio-economic conditions of the region and a congruency analysis as part of a determination of service needs. Other measures of service coverage, productivity and efficiency will be analyzed in this chapter. These performance measures take into consideration the following five categories:

- Service Development – Guidelines form a consistent basis for service planning, and for establishing minimum levels of service. Judgment and flexibility remain, but the guidelines assist in the development of new services and the refinement of existing services.
- Evaluation – Service design guidelines provide targets in the form of indicators and standards that enable individual route performance to be evaluated and monitored.
- Budgeting – The preparation of annual budgets should reflect the goal of providing service to the policy levels established in the service design guidelines. This should enable the Board of Directors to focus on policy level decisions and the service impacts of budget adjustments.
- Public Accountability – Political decision-makers, transit customers, voters and taxpayers should be able to readily identify the minimum levels of service and performance that are to be provided. The allocation of the resources of the transit system must be seen to be based on equitable and rational criteria that are explicit and available for public scrutiny.
- Title VI – Title VI of the Civil Rights Act requires public transit agencies receiving federal funding to ensure that their service is provided without regard to race or the economic status of the residents. Application of service design guidelines provides a tool for design and evaluating service that does not discriminate on race or economic status.

To effectively measure the performance of routes three specific measures are evaluated:

- Service Effectiveness – Measured by passengers per revenue hour (PPH) to determine the “output” in terms of ridership for each unit of service that Omnitrans delivers. Service effectiveness measures are measured monthly and reported quarterly and annually.
- Service Efficiency – Measured by farebox recovery ratio. This measure is positively impacted when fare revenue and ridership increase, or costs are reduced. The measure is measured monthly and quarterly but reported annually due to seasonal fluctuations in revenue and cost data.
- Service Reliability – Measured in terms of on-time performance and headway adherence. This measure is designed to determine if Omnitrans is delivering the service advertised in public timetables and in line with customer expectations.

Measures for service effectiveness and service efficiency are based on both the family of service and the tier of service. There are different standards for sbX, Fixed Route and Community Circulator. Since regular fixed route ridership accounts for over 90% of Omnitrans overall ridership, these are also broken into more refined measures by tier. Tier 1 routes are 15-minutes service or better; Tier 2 routes are 20-minute service, Tier 3 is 30-minute and Tier 4 is 60-minute service.

Business KPIs

Business key performance indicators (KPIs) are designed to allow decision makers to ensure Omnitrans’ performance are consistent with reaching established targets and actual financial resources. These measures are tracked separately because they are not tied to the delivery of a specific route, but to the totality of Omnitrans’ service.

Omnitrans presents business key performance indicators on a quarterly basis to the Board of Directors. They are:

- Cost effectiveness
- Service performance

- Reliability
- Budget
- Safety & Security
- Labor

Exhibit 54 through Exhibit 59 summarize the FY2022 performance measures relative to agency performance targets.

Exhibit 54: Business KPI: Cost Effectiveness, FY2022

Cost Effectiveness KPI	Goal	Actual	Measure
Cost per Hour – Fixed Route	<\$145.00	\$143.07	Operating cost
Cost per Hour – OmniAccess	<\$140.00	\$156.18	Operating cost
Farebox Recovery Ratio – Fixed Route	>20.00%	21.20%	Ratio of passengers by operating costs
Farebox Recovery Ratio – OmniAccess	>10.00%	24.03%	Ratio of passengers by operating costs

Exhibit 55: Business KPI: Service Performance, FY2022

Service Performance KPI	Goal	Actual	Measure
Ridership Growth	>=40.00%	26.67%	Positive growth. Goal and measure are based on impacts of the COVID-19 pandemic where ridership declined 64%
Productivity – Fixed Route	>=12.00	10.84	Passengers per hour
Productivity – OmniAccess	>=1.50	1.65	Passengers per hour
Complaints and compliments – Per 100,000 Fixed Route boardings	<=20.00 complaints >=1.00 compliment	15.82 1.37	Tracked using customer feedback at the call center compared to overall ridership.
Complaints and compliments – Per 100,000 OmniAccess boardings	<=25.00 complaints >=1.00 compliment	49.26 2.42	Tracked using customer feedback at the call center compared to overall ridership.

Exhibit 56: Business KPI: Reliability, FY2022

Reliability KPI	Goal	Actual	Measure
Mechanical – Miles between Failures	>=8,000.00	9,503	Average distance between mechanical failures
Loss of Service – Operations per Quarter	<=400.00	556.00	Scheduled service that was not delivered
Loss of Service – Maintenance per Quarter	<400.00	134.00	Scheduled service that was not delivered
Equipment Availability	100%	100%	Vehicle availability at time of scheduled pullout

Exhibit 57: Business KPI: Budget, FY2022

Budget KPI	Goal	Actual	Measure
Operating Revenue	>95.0%	91.67%	Revenue generated through fares
Operating Expense	<=100.00%	91.70%	Overhead expenses

Exhibit 58: Business KPI: Safety & Security, FY2022

Safety & Security KPI	Goal	Actual	Measure
Preventable Accidents	<1.0 per 100,000 miles	0.9	Preventable accidents divided by number of agency total miles
Injury Frequency Rate	<20.00 per 200,000 work hours	13.02	Number of injuries divided by number of work hours
Losses & Claims	<80.00	33.00	Claims for a loss by Omnitrans passengers per year

Exhibit 59: Business KPI: Labor, FY2022

Labor KPI	Goal	Actual	Measure
Turnover	<20.00%	26.54%	Number of annual separations from the agency divided by direct Omnitrans full time equivalent employees
Training – Development	>=5,000 hours per year	1,153	Annual number of training hours for all non-ATU staff
Training – Amalgamated Transit Union (ATU)	>=10,000 hours per year	16,862	Annual number of training hours for ATU represented staff
Training – Teamsters	>=700 hours per year	818	Annual number of training hours for Teamsters represented staff

CONSTRAINED PLAN

The Constrained Plan chapter discusses Omnitrans' proposed implementation plan. Most of this chapter is comprised of Omnitrans' ConnectForward Plan where some of these services have not reached 100% of planned services because of the pandemic. Steadily, Omnitrans is increasing services each Fiscal Year per each Annual Service Plan. The statistics in the tables represent 100% planned service levels.

Fixed Routes

sbX Green Line/Route 202

The sbX Green Line or Route 202 is Omnitrans' first bus rapid transit fixed route as shown in Exhibit 60. The line began revenue service in April 2014. The sbX system is designed to provide more frequent and direct transit service along major corridors in the Omnitrans service area.

The route operates between San Bernardino and Loma Linda and follows the same route alignment as Route 2, however, the sbX Green Line is distinctive from traditional fixed route. Under the sbX brand the Green Line is operated with 60-foot articulated vehicles, has center running lanes in San Bernardino, and side and center running stations with real-time information. The route also has transit signal priority (TSP) to help keep the buses on time.

Currently the sbX Green Line operates during weekdays and Saturday only. The sbX Green Line operates at a 10-minute frequency during weekday peak hours and 15-minute frequency during weekday off-peak hours. The route operates at a 20-minute frequency on Saturdays. In the unconstrained plan, it is proposed that sbX begin to operate on Sundays to take advantage of the capital investments and to provide more frequency service along the E Street corridor.

Main destinations for the sbX Green Line include Cal State San Bernardino, Downtown San Bernardino, the San Bernardino Transit Center, the Inland Center Mall, and the Loma Linda University Medical Center and VA Hospital.

Exhibit 60: sbX Green Line/Route 202 Map

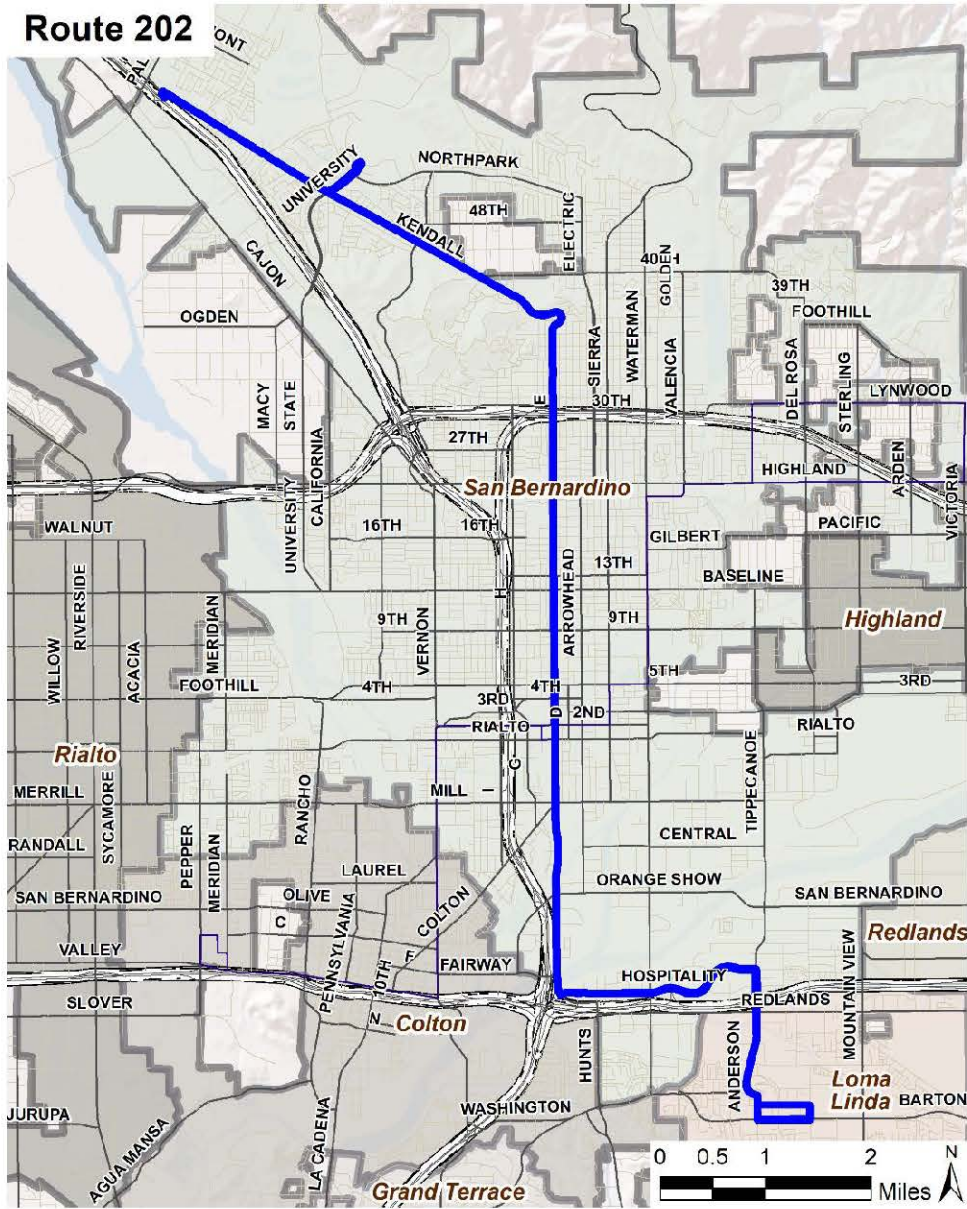


Exhibit 61: sbX Green Line/Route 202 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	12	6	-
Frequency	10/15	20	-
Span	5am-11pm	6am-9pm	-
Rev. Hours			
Daily	164	80	-
Annual	41,820	4,160	-
Annual Total Revenue Hours			45,980

Route 1

Route 1 serves Colton, Highland, and San Bernardino. Key areas served by this route include Downtown San Bernardino, the San Bernardino Transit Center, the San Bernardino Depot Metrolink Station, Valley College, Arrowhead Regional Medical Center, and the Yaamava Resort & Casino.

As part of the ConnectForward plan a minor route change was implemented in the northern end of the route to reduce duplication. This loss of coverage area was recovered by Route 6. Additionally, the route change permitted Route 1 to serve San Geronio High School and Pacific High School.

Exhibit 62: Route 1 Map

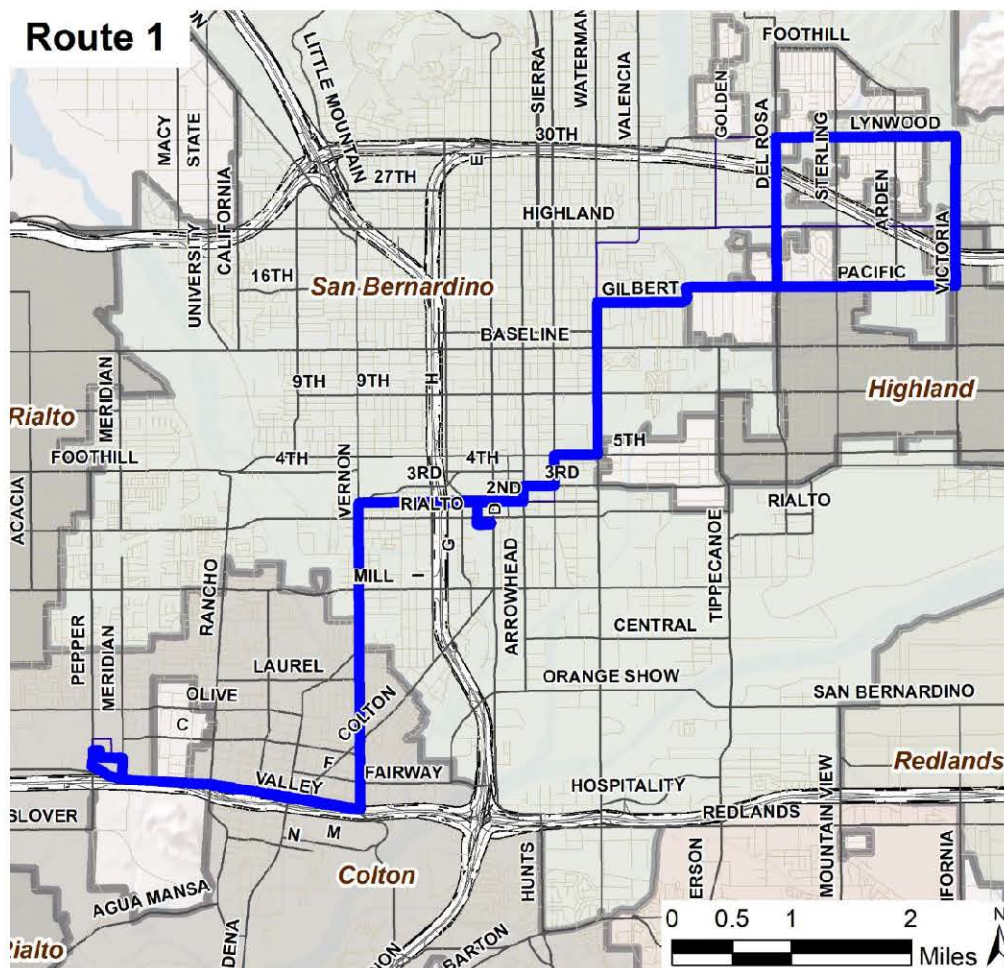


Exhibit 63: Route 1 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	10	5	5
Frequency	15	30	30
Span	4am-11pm	6am-10pm	6am-8pm
Rev. Hours			
Daily	200	80	70
Annual	49,000	4,200	3,700
Annual Total Revenue Hours	56,900		

Route 2

Route 2 is the underlying local route for Omnitrans' BRT route the sbX Green Line. Route 2 serves San Bernardino and Loma Linda. Route 2 provides service to a Park & Ride at the northern end of line, Cal State San Bernardino, Downtown San Bernardino, the San Bernardino Transit Center, the Inland Center Mall, and the Loma Linda University campus including the Loma Linda VA Hospital.

Over the years, Omnitrans has evaluated the performance of Route 2 after the sbX Green Line launched in 2014. To take advantage of the capital investments of the sbX Green Line, Route 2 underwent a series of frequency reductions. Route 2 weekday frequency was first reduced in 2014 from 15-minutes to 30-minutes. In 2015, Route 2 saw weekday frequency decrease from 30-minutes to 60-minutes. As part of the ConnectForward Plan, weekday frequency was reduced to 75-minutes. Route 2 Saturday frequency was reduced to 30-minutes from 20-minutes when Omnitrans added sbX Saturday service. As part of ConnectForward, weekend frequency was reduced for both Saturday and Sunday to 75-minutes.

Exhibit 64: Route 2 Map

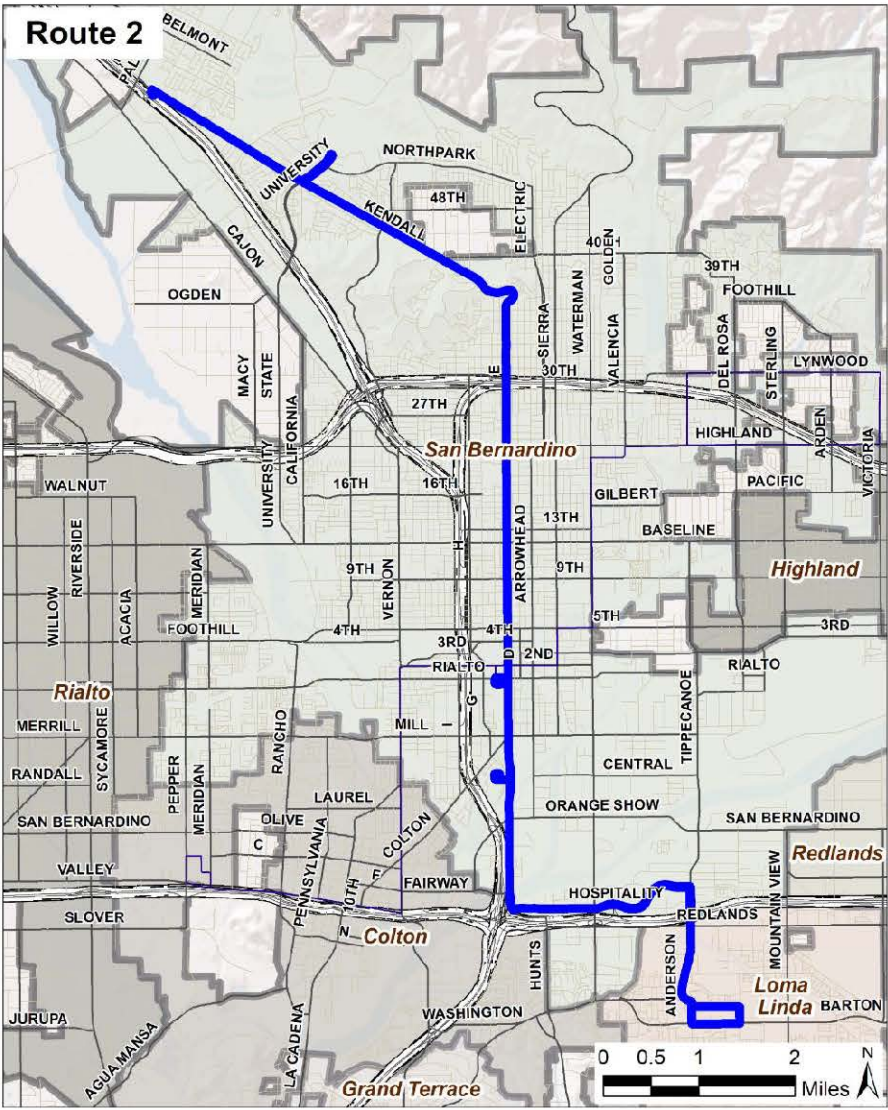


Exhibit 65: Route 2 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	2
Frequency	75	75	75
Span	4am-11pm	6am-10pm	6am-9pm
Rev. Hours			
Daily	38	32	30
Annual	9,700	1,700	1,600
Annual Total Revenue Hours	13,000		

Routes 3 & 4

Routes 3 & 4 are two route numbers, but they are effectively one loop route with Route 3 operating counterclockwise and Route 4 operating clockwise through Highland and San Bernardino. Routes 3 & 4 operate at a 15-minute headway during the week. As part of the ConnectForward Plan implementation weekend frequency was reduced from 15-minute service to 22/25 minutes. The routes are a significant east-west feeder into sbX.

Upon completion of the Mt. Vernon Bridge project, it is proposed that Routes 3 & 4 use the bridge to 2nd Street to improve travel time to the San Bernardino Transit Center. This also provides two more connections to the San Bernardino Depot Metrolink Station. Construction of the Mt. Vernon Bridge is expected to complete in 2024. No other significant changes are proposed for the routes.

Exhibit 66: Routes 3 & 4 Map

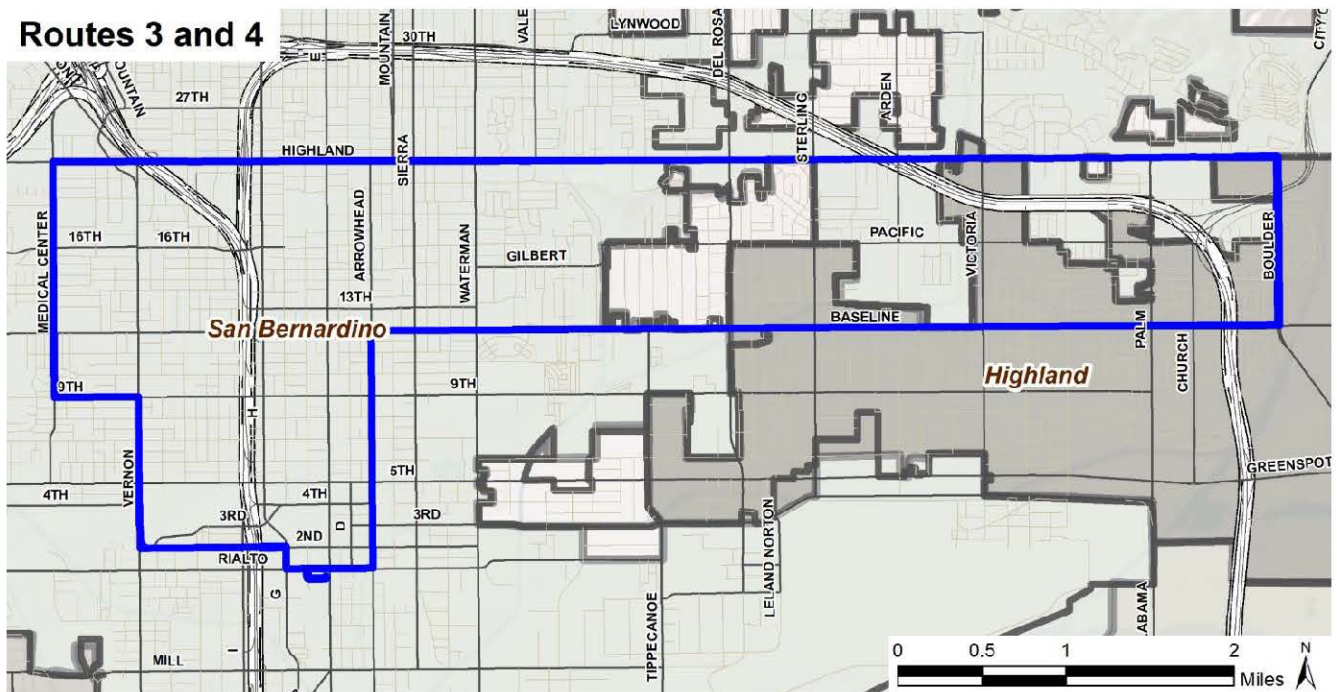


Exhibit 67: Routes 3 & 4 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	14	8	8
Frequency	15	22/25	22/25
Span	4am-11pm	6am-10pm	6am-8pm
Rev. Hours			
Daily	280	128	112
Annual	71,400	6,700	5,900
Annual Total Revenue Hours		84,000	

Route 6

Route 6 was implemented with the ConnectForward Plan network change. The alignment is a combination of the prior Routes 5 & 7. The route serves San Bernardino. Route 6 operates at a 30-minute headway, and it connects Cal State San Bernardino, the St. Bernardine Medical Center, Downtown San Bernardino, and the San Bernardino Transit Center.

Exhibit 68: Route 6 Map

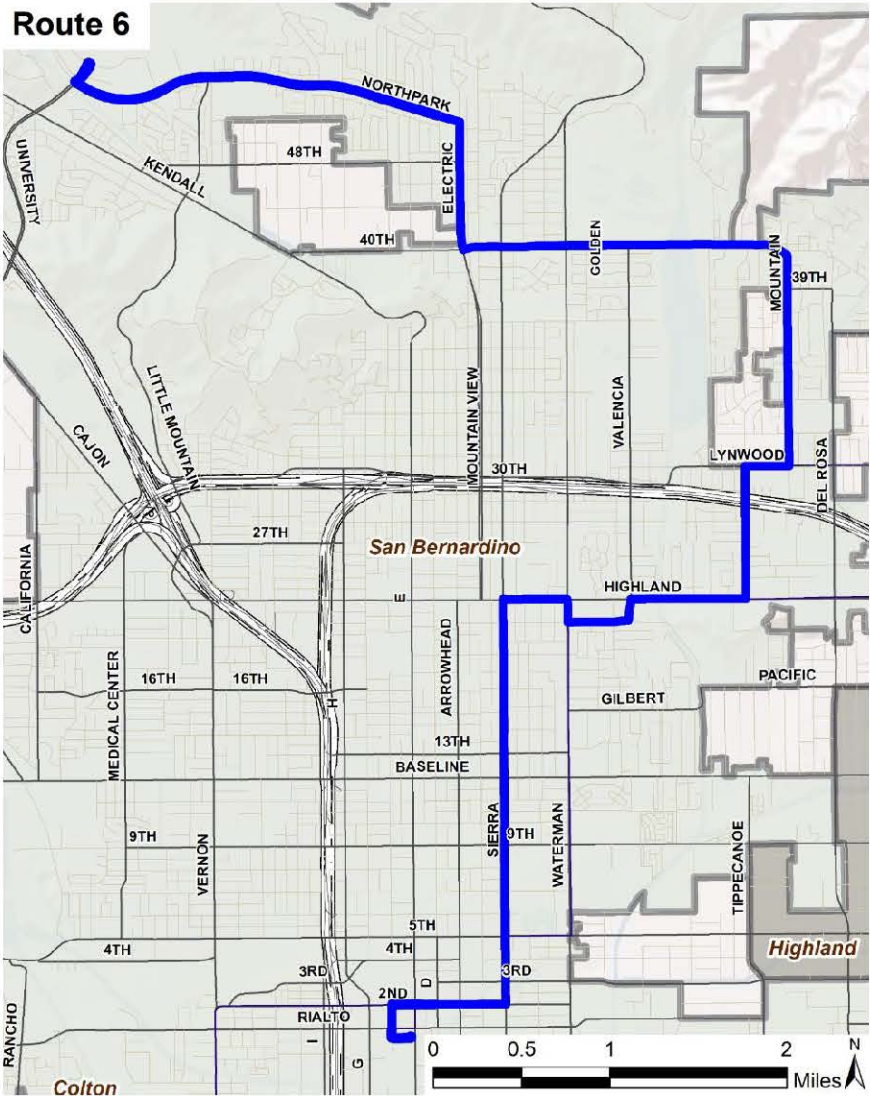


Exhibit 69: Route 6 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	30	60	60
Span	4am-10pm	6am-8pm	6am-7pm
Rev. Hours			
Daily	72	28	22
Annual	18,400	1,500	1,200
Annual Total Revenue Hours	21,100		

Route 8

Route 8 serves San Bernardino, Loma Linda, Redlands, Mentone, and Yucaipa. Major destinations include Downtown San Bernardino, the San Bernardino Transit Center, an Amazon Facility, the VA Ambulatory Center in Loma Linda, Downtown Redlands, the Metrolink Arrow Redlands Depot, and Crafton Hills College.

In the ConnectForward Plan, Route 8 has a short trip from San Bernardino to Redlands. The Route 8 short trip is proposed to be at the VA Ambulatory Center in Loma Linda. The Route 8 long trip will continue to Crafton Hills College. The short trip is proposed to operate at a 30-minute headway and the long trip is proposed at a 60-minute headway. This short trip was not implemented at the implementation of ConnectForward.

Exhibit 70: Route 8 Map

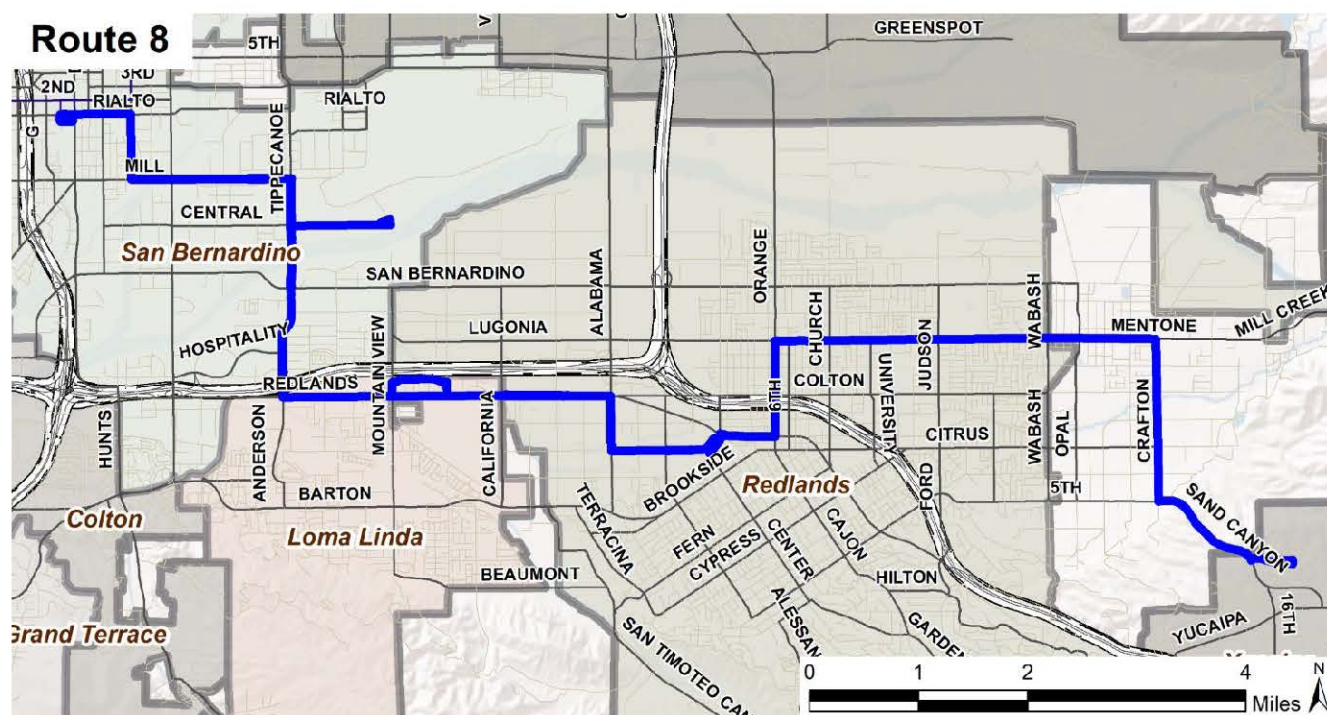


Exhibit 71: Route 8 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	3	3
Frequency	30/60	60	60
Span	5am-11pm	6am-8pm	7am-7pm
Rev. Hours			
Daily	54	42	36
Annual	13,800	2,200	1,900
Annual Total Revenue Hours	17,900		

Route 10

Route 10 serves Fontana, Rialto and San Bernardino. The route operates at a 30-minute headway during peak hours and is 60 minutes non-peak. Prior to the implementation of ConnectForward the route had an 83% on-time performance. After ConnectForward the route performs at a 90% on-time performance. While the route did not incur any alignment changes, the route was interlined with the Route 6 to improve efficiencies and reliability.

Exhibit 72: Route 10 Map

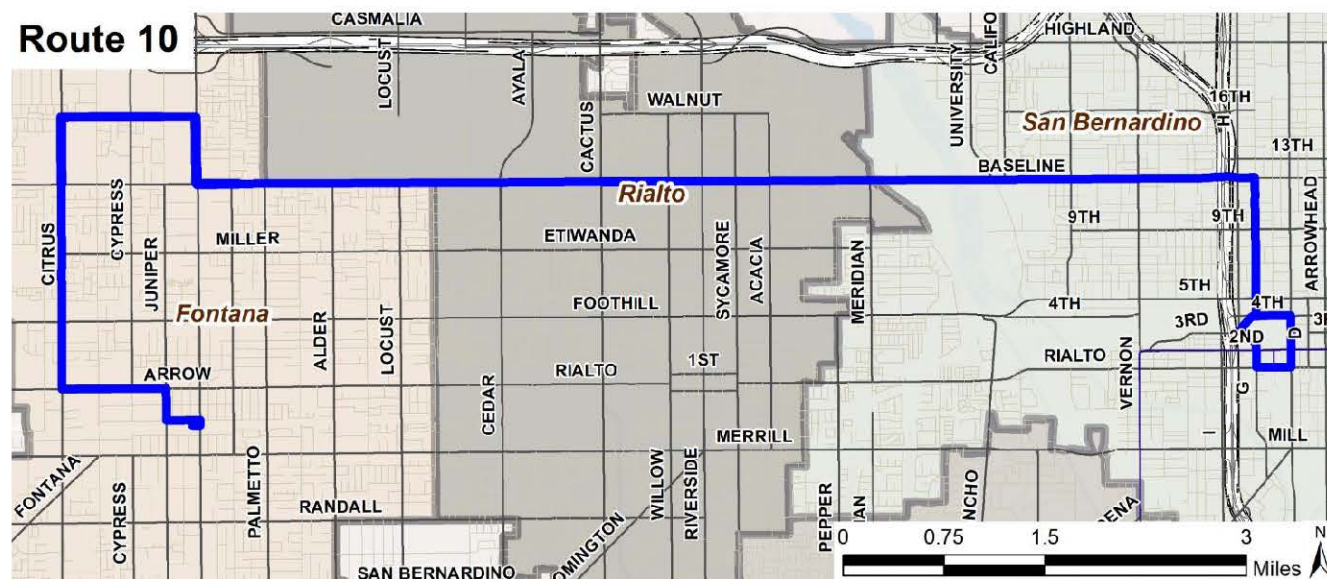


Exhibit 73: Route 10 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	30/60	60	60
Span	5am-9pm	6am-8pm	7am-7pm
Rev. Hours			
Daily	64	28	24
Annual	16,400	1,500	1,300
Annual Total Revenue Hours	19,200		

Route 14

Route 14 serves Fontana, Rialto, and San Bernardino. Major destinations include the Fontana Metrolink Station, Downtown Fontana, Omnitrans East Valley Facility (Headquarters), Downtown San Bernardino and the San Bernardino Transit Center. Route 14 is one of Omnitrans core routes.

During the ConnectForward Plan implementation the route did not undergo any alignment change. Weekend frequency was reduced from a 15-minute to a 20-minute headway. There were no changes to weekday frequency.

There is no plan to modify Route 14 in the Constrained Plan, but Route 14 is a candidate for limited stop service and is described in the Unconstrained Plan.

Exhibit 74: Route 14 Map

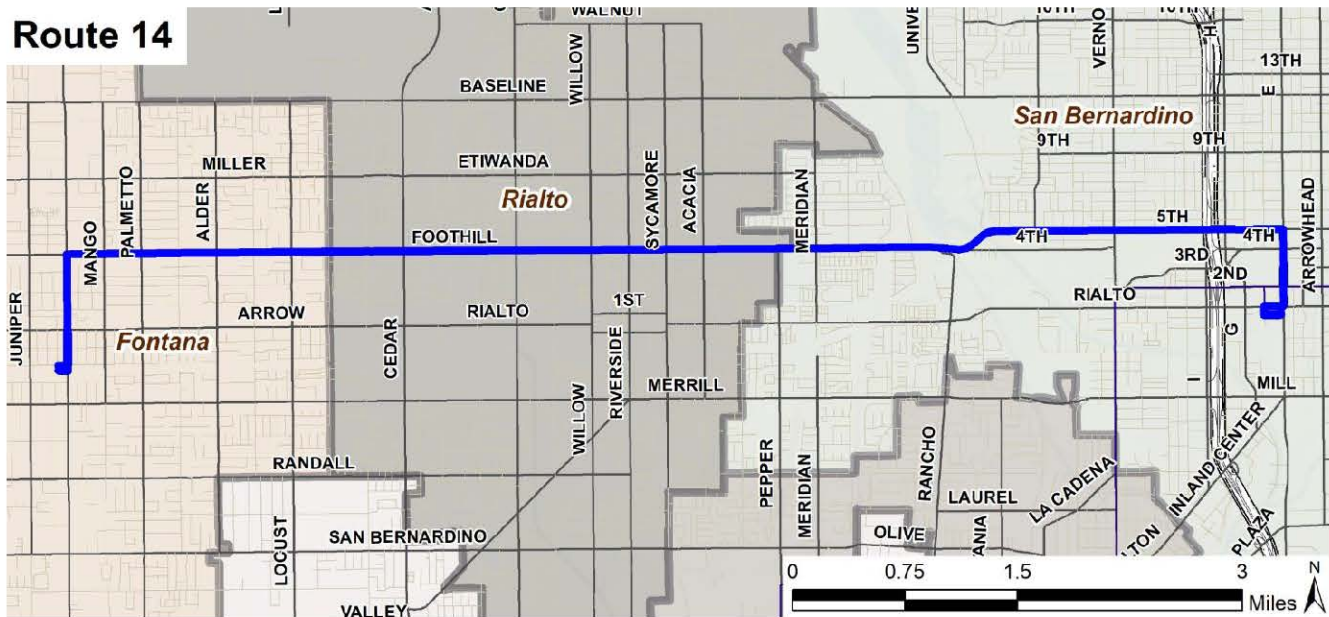


Exhibit 75: Route 14 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	7	5	5
Frequency	15	20	20
Span	3am-11pm	6am-11pm	6am-9pm
Rev. Hours			
Daily	147	85	75
Annual	37,500	4,500	3,900
Annual Total Revenue Hours	45,900		

Route 15

Route 15 is an east-west route serving Redlands, Highland, San Bernardino, Rialto, and Fontana. The route serves Downtown Fontana, Downtown San Bernardino, the San Bernardino Transit Center, the San Bernardino International Airport, two Amazon facilities, Citrus Plaza and Mountain Grove shopping centers in Redlands, Downtown Redlands, and the Metrolink Arrow Rail at the Redlands Depot.

The route has a tripper that connects to the Amazon Air Freight Fulfillment Center at the north end of San Bernardino Airport. The tripper is scheduled to connect to the facility at shift change times only.

Exhibit 76: Route 15 Map

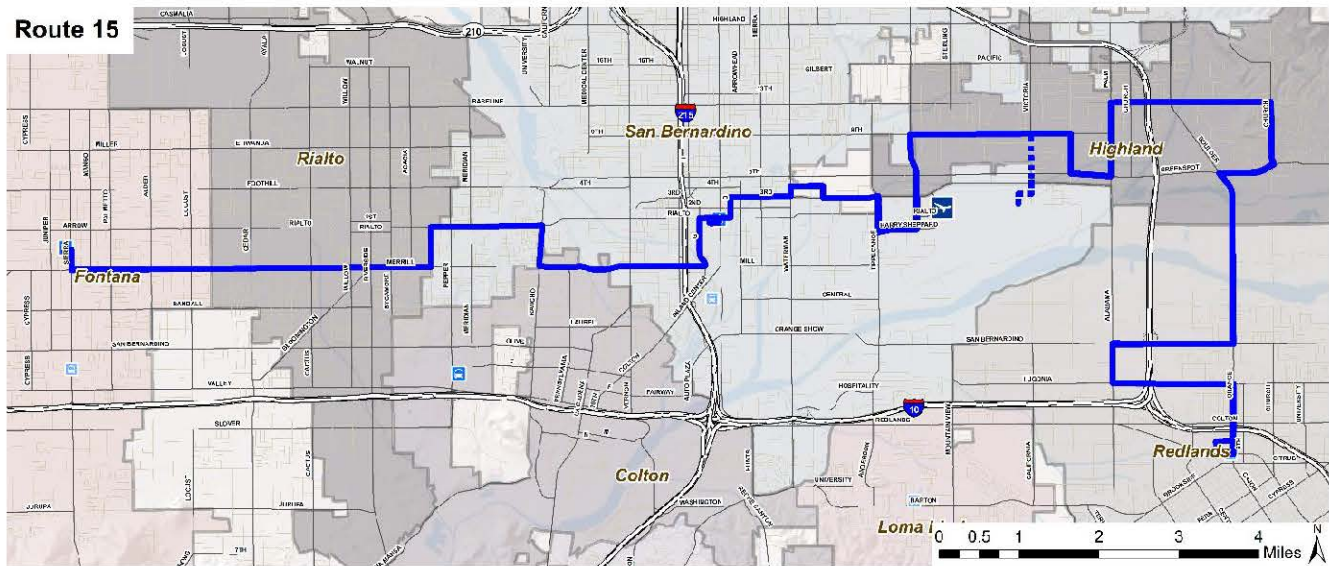


Exhibit 77: Route 15 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	8	4	4
Frequency	30	60	60
Span	5am-11pm	6am-8pm	6am-8pm
Rev. Hours			
Daily	144	56	56
Annual	37,000	3,000	3,000
Annual Total Revenue Hours	43,000		

Route 19

Route 19 serves Fontana, Rialto, Colton, Grand Terrace, Loma Linda, Redlands, Mentone and Yucaipa. It provides connections to the Fontana Metrolink Station, Arrowhead Regional Medical Center, the Loma Linda University Campus including the VA Hospital and the sbX Green Line, Downtown Redlands and the Yucaipa Transit Center. Route 19 connects to the Metrolink Arrow Rail Line in Downtown Redlands providing passengers an additional transfer to Downtown San Bernardino. There are no planned changes for Route 19.

Exhibit 78: Route 19 Map

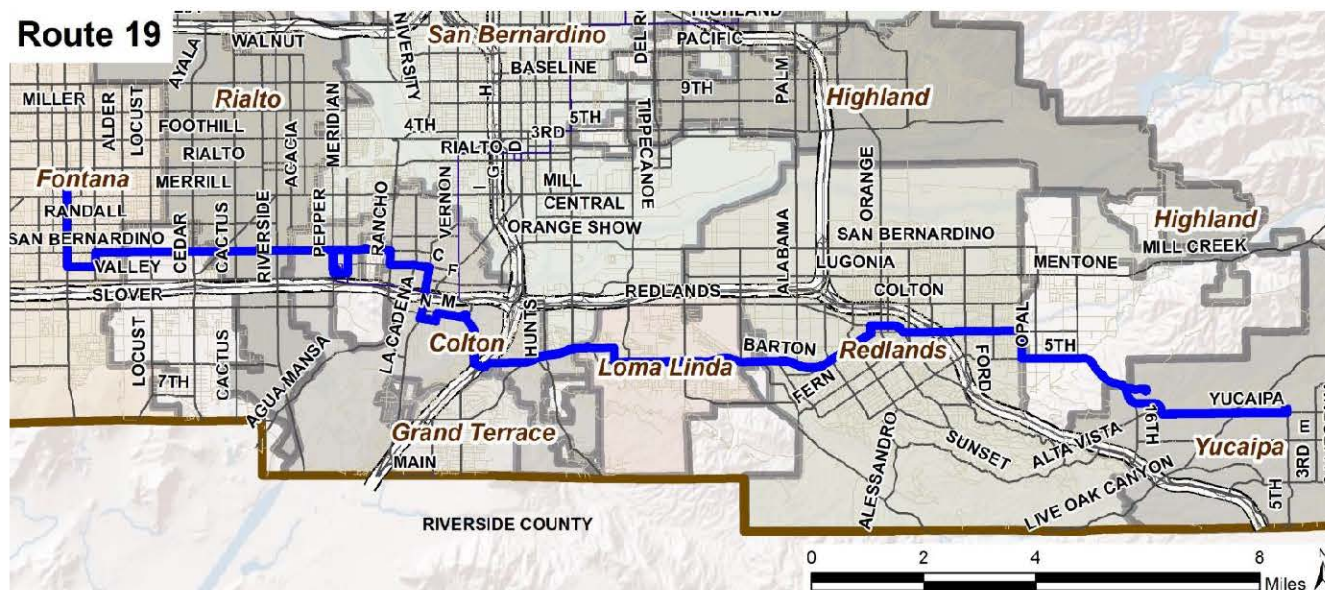


Exhibit 79: Route 19 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	9	5	5
Frequency	30	60	60
Span	4am-11pm	5am-10pm	6am-8pm
Rev. Hours			
Daily	171	85	70
Annual	44,000	4,500	3,700
Annual Total Revenue Hours		52,200	

Route 22

Route 22 serves Rialto and Colton. Major destinations include the Renaissance Marketplace in Rialto, Downtown Rialto, the Rialto Metrolink Station, and the Arrowhead Regional Medical Center in Colton. The ConnectForward implementation called for a reduction of frequency from a 30-minute to a 60-minute headway. The ConnectForward Plan called for Route 22 to have a short and long trip. The short-Route 22 will have 30-minute frequency between ARMC and Downtown Rialto during peak service hours. The route was the least performing 30-minute route in terms of passengers per hour, which is why the frequency was reduced to 60-minutes in ConnectForward.

Exhibit 80: Route 22 Map

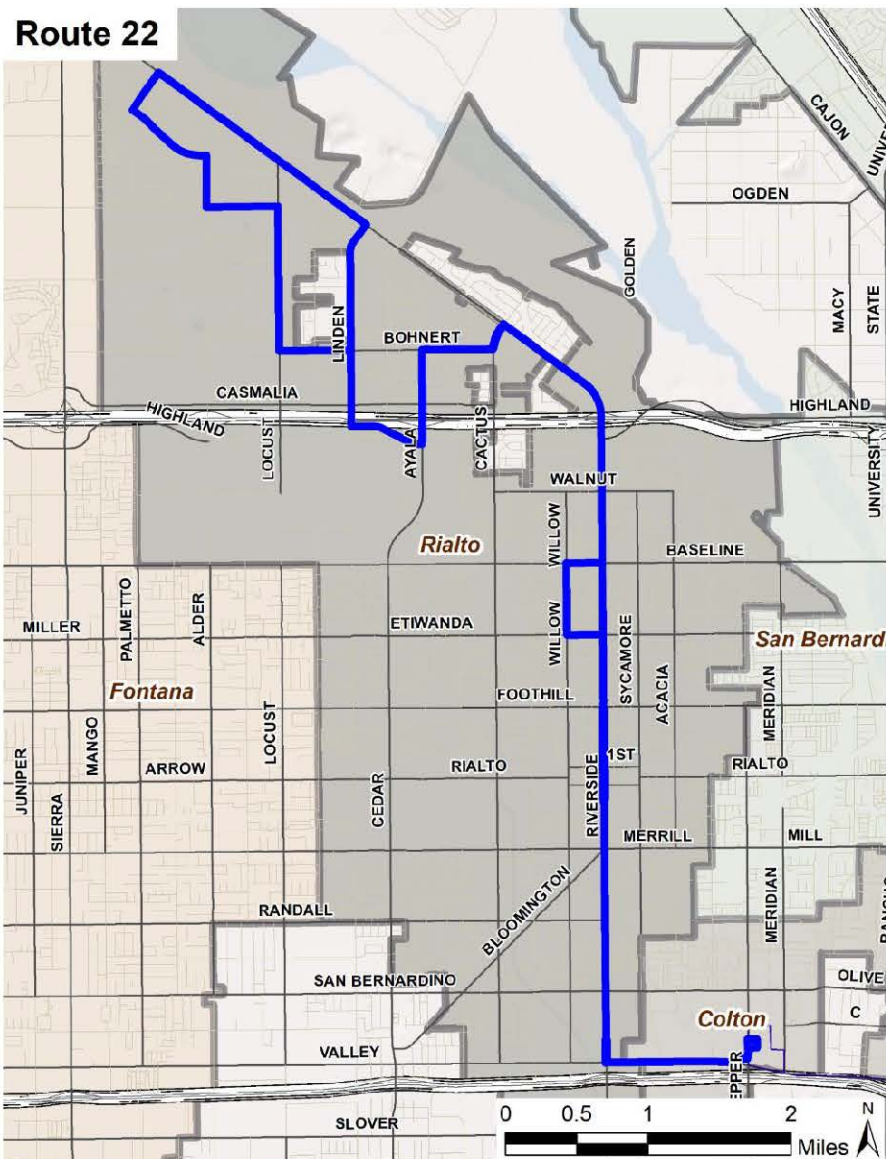


Exhibit 81: Route 22 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	2	2
Frequency	30/60	60	60
Span	5am-10pm	7am-8pm	7am-8pm
Rev. Hours			
Daily	51	26	26
Annual	13,100	1,400	1,400
Annual Total Revenue Hours	15,900		

Route 61

Route 61 is one of Omnitrans' most productive core routes. The route provides service to the cities of Pomona in Los Angeles County, Montclair, Ontario, Rancho Cucamonga, and Fontana. Route 61 is an east-west route providing service primarily along Holt Boulevard. Primary destinations include the Fontana Transit Center, Ontario Mills, the Ontario International Airport, Downtown Ontario, and the Pomona Transit Center, where Route 61 makes connections with Foothill Transit.

Route 61 provides 15-minute service during the week. As part of the ConnectForward Plan, Route 61 weekend frequency decreased from 15-minutes to 20-minute service.

Route 61 will become an underlying local route to the next sbX line, the sbX Purple Line, planned for revenue service effective May 2025. At this point the existing Route 61 will be split into two routes, Route 61-West, and Route 61-East.

Exhibit 82: Route 61 Map

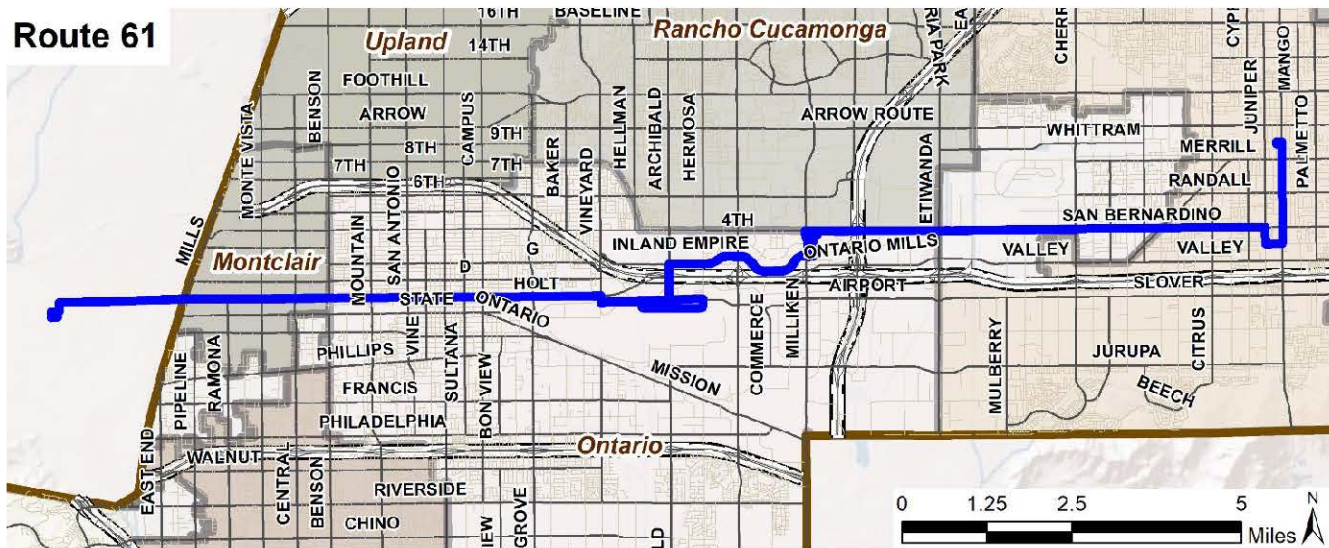


Exhibit 83: Route 61 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	14	7	7
Frequency	15	20	20
Span	4am-11pm	5am-10pm	5am-8pm
Rev. Hours			
Daily	220	126	105
Annual	56,100	6,600	5,500
Annual Total Revenue Hours	68,200		

Route 61-West

Route 61-West will follow the underlying sbX Purple Line. The route will serve the cities of Pomona, Montclair, Ontario, and Rancho Cucamonga. Route 61-West will follow the current alignment between Pomona Transit Center and Ontario Mills and will then transition to the current alignment of Route 82 between Ontario Mills and Victoria Gardens. Route 61-West will be given a new route designation prior to launch of service.

Primary destinations for this route include the Pomona Transit Center, the Ontario International Airport, Ontario Mills, the Rancho Cucamonga Metrolink Station, and Victoria Gardens.

The route is proposed to operate at 60-minute frequency during the week when the sbX Purple Line is in service, and at 15-minute service on the weekend when the sbX Purple Line is not operating.

Exhibit 84: Route 61-West

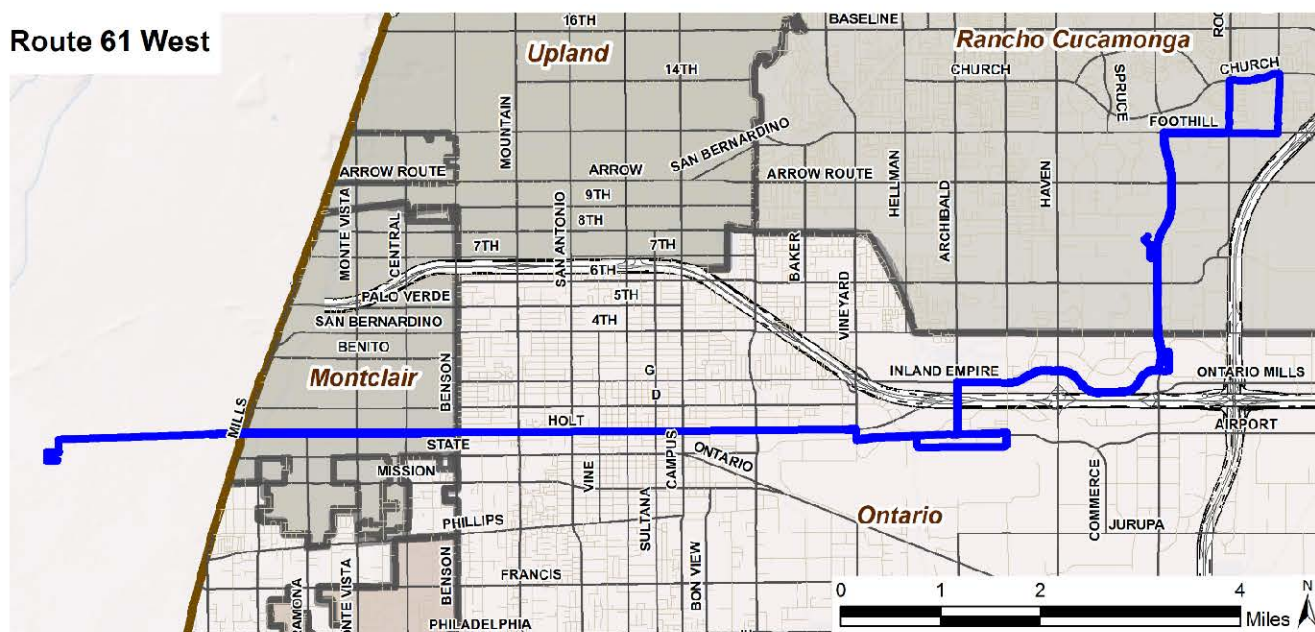


Exhibit 85: Route 61-West Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	9	9
Frequency	60	15	15
Span	4am-11pm	5am-10pm	5am-8pm
Rev. Hours			
Daily	80	162	135
Annual	20,400	8,500	7,000
Annual Total Revenue Hours	35,900		

Route 61-East

Route 61-East is planned to follow the current alignment of Route 61 between Ontario Mills and the Fontana Metrolink Station. The sbX Purple Line will not travel between Ontario Mills and the Fontana Metrolink Station so the Route 61-East is proposed to continue service between the two destinations. Frequency of Route 61-East is planned at 15-minute service all days to match the existing Route 61 frequency. Route 61-East will be given a new route designation prior to launch of service.

Exhibit 86: Route 61-East Map

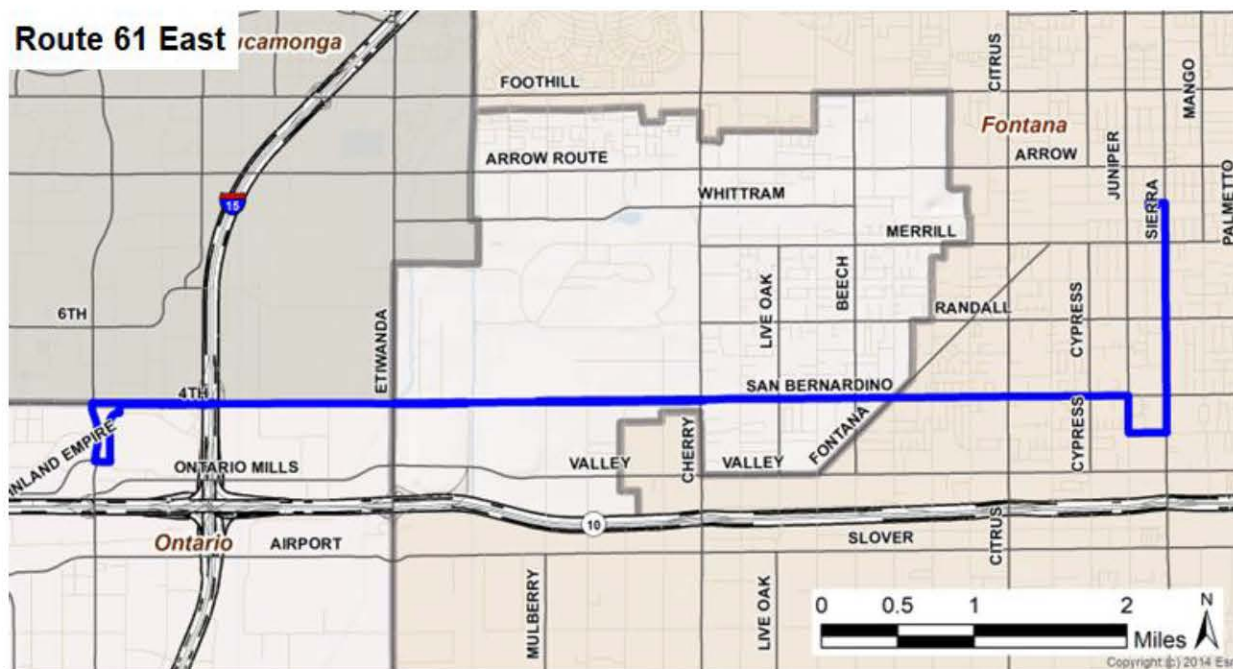


Exhibit 87: Route 61-East Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	6	5	5
Frequency	15	15	15
Span	4am-11pm	5am-11pm	5am-8pm
Rev. Hours			
Daily	120	90	75
Annual	30,600	4,700	3,900
Annual Total Revenue Hours	39,200		

Route 66

Route 66 is a key east-west route that serves Fontana, Rancho Cucamonga, Upland, and Montclair, along historic Route 66, or Foothill Boulevard. Key destinations along Route 66 include Downtown Fontana, Victoria Gardens shopping center in Rancho Cucamonga, and the Montclair Transit Center. Passengers per hour for Route 66 has fallen over time and consequently the weekday frequency was reduced in the ConnectForward Plan to 20-minute service rather than 15-minute service. The route is meeting weekend performance standards and therefore no changes occurred.

There is no plan to modify Route 66 in the Constrained Plan, but Route 66 is a candidate for limited stop service and is described in a later Unconstrained Plan.

Exhibit 88: Route 66 Map

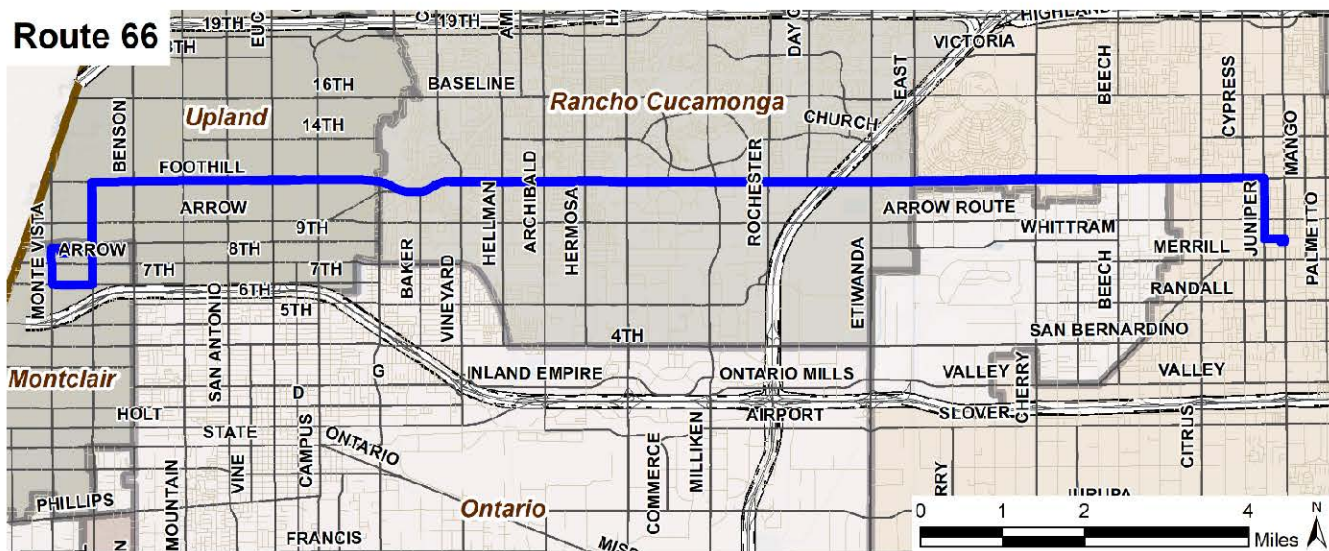


Exhibit 89: Route 66 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	8	5	5
Frequency	20	30	30
Span	4am-11pm	5am-10pm	6am-9pm
Rev. Hours			
Daily	160	85	75
Annual	41,000	4,500	3,900
Annual Total Revenue Hours	49,400		

Route 67

Route 67 serves Fontana and Rancho Cucamonga. It serves as a direct connection between the City of Fontana and Chaffey College. This also offers a one-seat ride between the Chaffey College Fontana Campus and the Chaffey College main campus. No changes to the route occurred during the ConnectForward implementation nor are proposed in this SRTP.

Exhibit 90: Route 67 Map

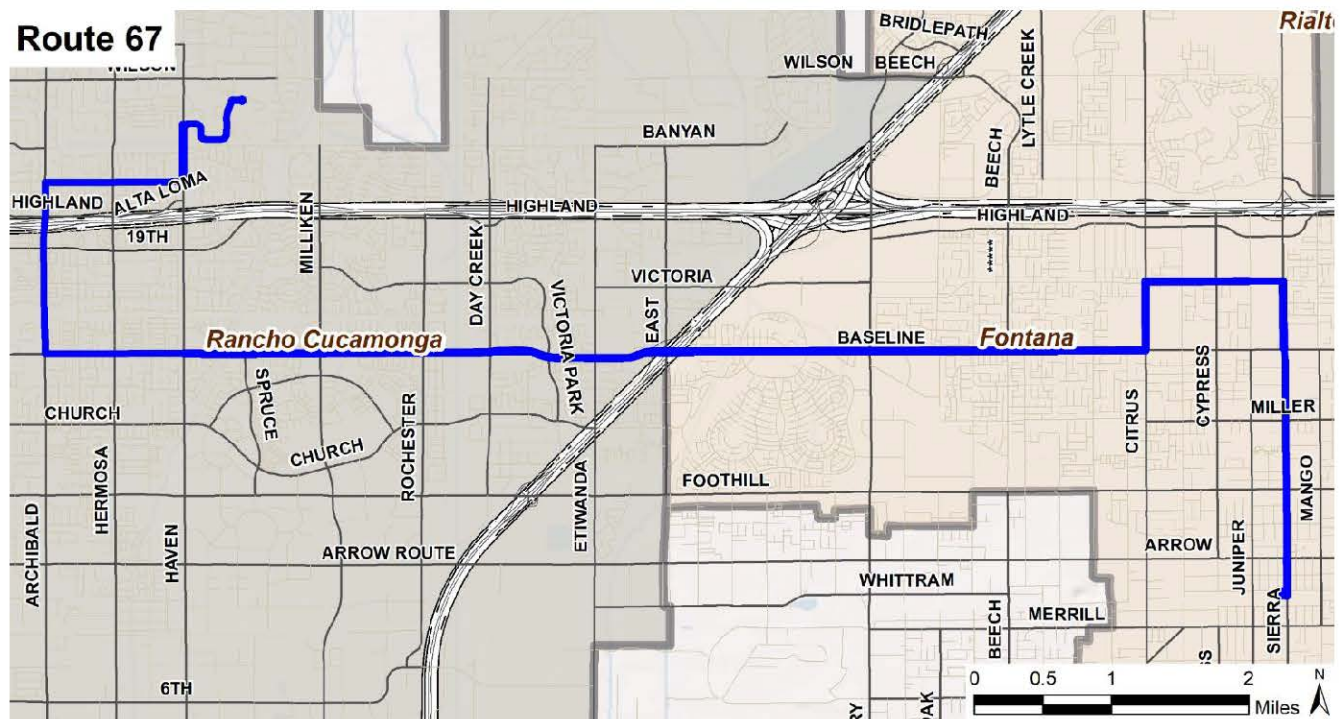


Exhibit 91: Route 67 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	-	-
Frequency	60	-	-
Span	5am-9pm	-	-
Rev. Hours			
Daily	48	-	-
Annual	12,300	-	-
Annual Total Revenue Hours	12,300		

Route 81

Route 81 provides service to Rancho Cucamonga and Ontario. Major destinations along the route include Chaffey College in Rancho Cucamonga, Ontario Mills, the Toyota Arena in Ontario, and the East Ontario Metrolink Station. The route is mostly a north-south route on Haven Avenue with weekday and Saturday service only.

Previously this route provided service to the Chino Transit Center along Riverside Drive. Low ridership volumes called for the removal of the Riverside segment. Instead, the route now provides service to

the East Ontario Metrolink Station that was not previously served. Omnitrans is the only public transit provider to serve this Metrolink Station. Currently there is no proposed change to this route.

Exhibit 92: Route 81 Map

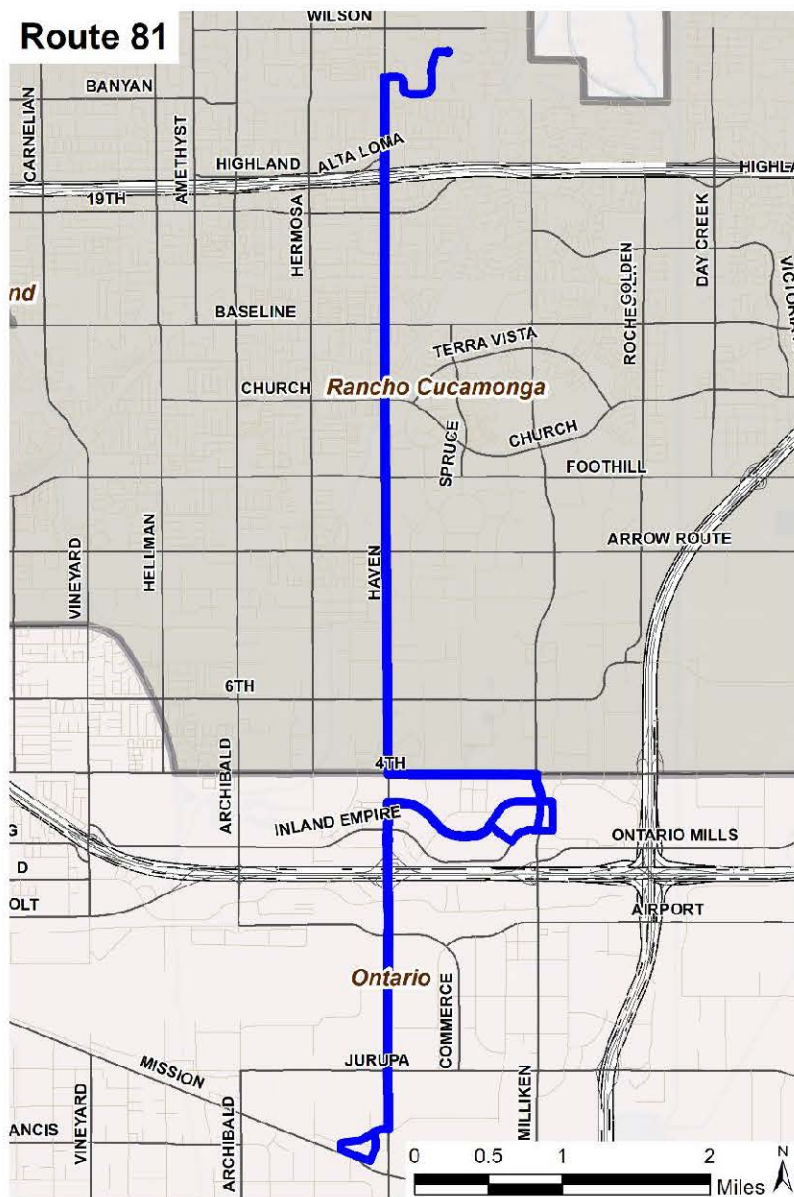


Exhibit 93: Route 81 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	-
Frequency	60	60	-
Span	4am-10pm	5am-9pm	-
Rev. Hours			
Daily	36	32	-
Annual	9,200	1,700	-
Annual Total Revenue Hours	10,900		

Route 82

Route 82 is an east-west coverage route that serves the cities of Fontana, Ontario, and Rancho Cucamonga. Main destinations include the communities of Sierra Lakes and Southridge, with connections to the Fontana Metrolink Station, Ontario Mills, the Rancho Cucamonga Metrolink Station, and Victoria Gardens.

Exhibit 94: Route 82 Map

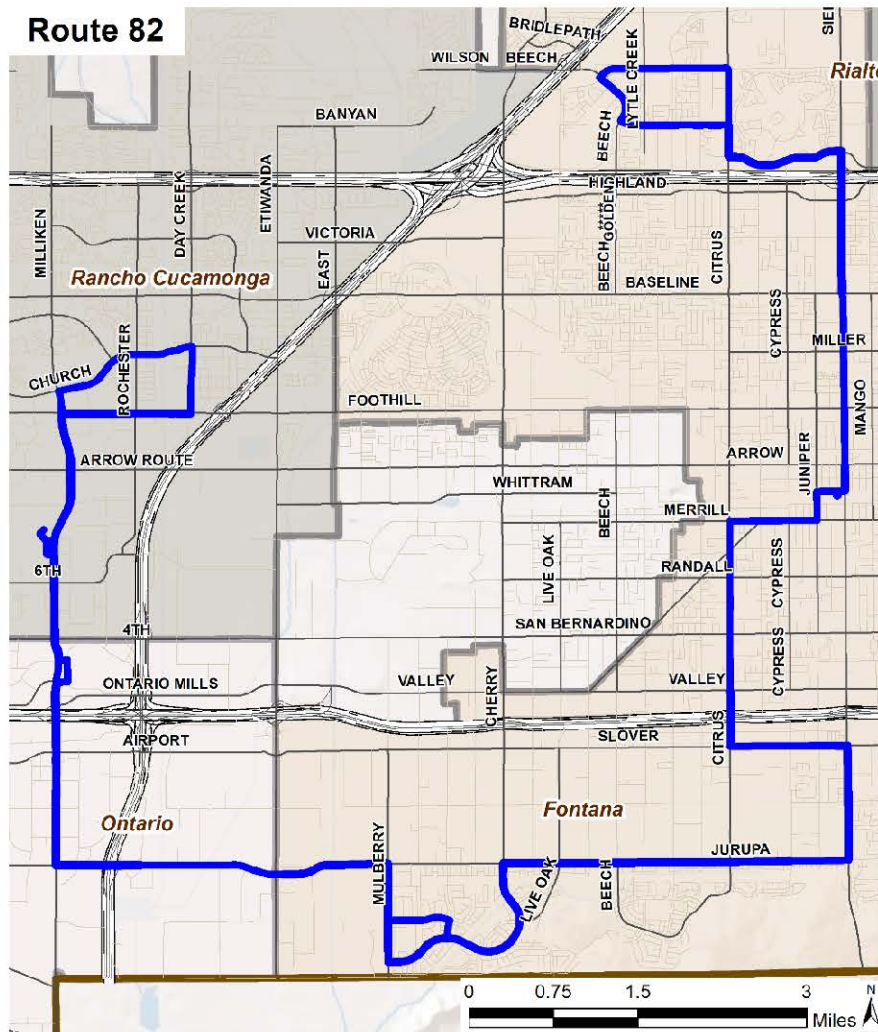


Exhibit 95: Route 82 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	60	60	60
Span	4am-10pm	6am-8pm	6am-7pm
Rev. Hours			
Daily	66	26	26
Annual	16,900	1,350	1,350
Annual Total Revenue Hours			19,600

Route 82 (Post sbX Purple Line)

Once the sbX Purple Line becomes operational in 2025, it is proposed that Route 82 not provide service between Ontario Mills, the Rancho Cucamonga Metrolink Station, and Victoria Gardens as this would duplicate service with the sbX Purple Line during the week. The sbX Purple Line would provide a one-seat ride between all three destinations and at a higher frequency so it is proposed that Ontario Mills become the westernmost end of the line for Route 82 once the Purple Line begins revenue service.

Exhibit 96: Route 82 (Post sbX Purple Line) Map

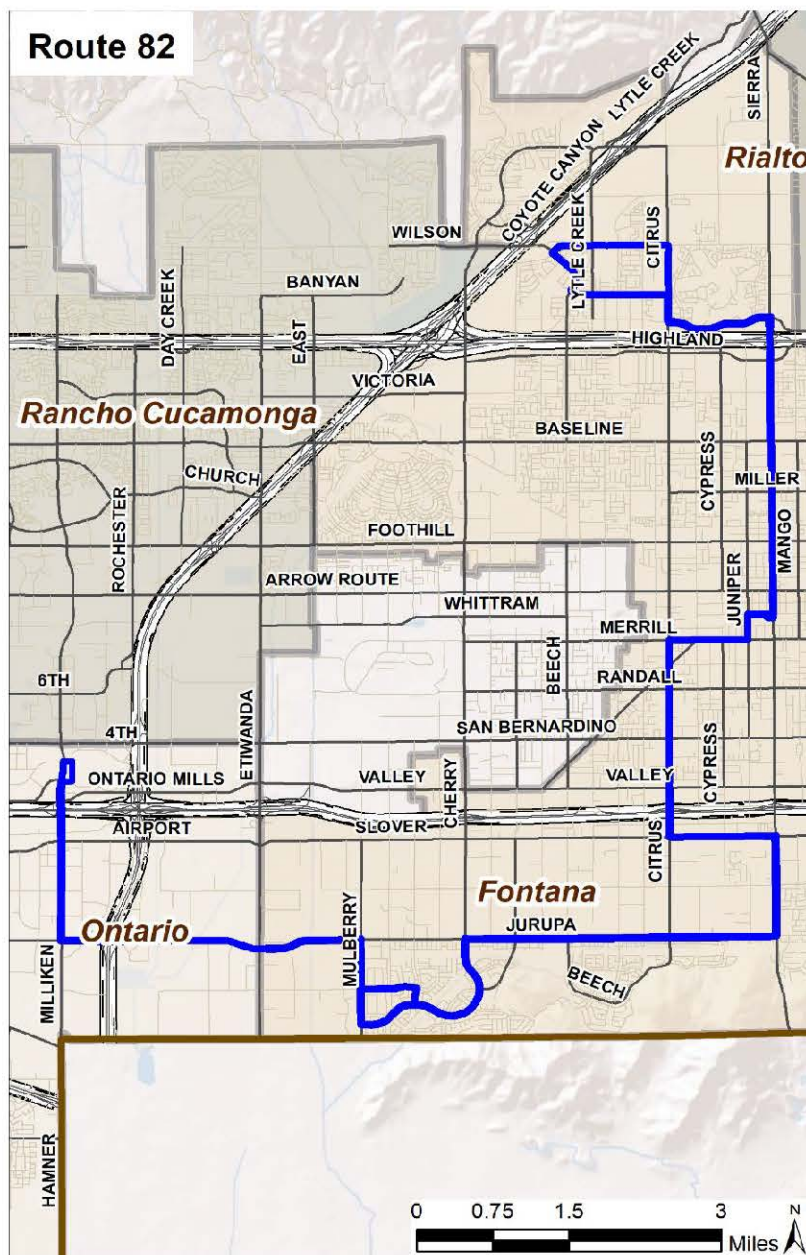


Exhibit 97: Route 82 (Post sbX Purple Line) Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	60	60	60
Span	4am-10pm	6am-8pm	6am-7pm
Rev. Hours			
Daily	58	26	26
Annual	14,800	1,350	1,350
Annual Total Revenue Hours	17,500		

Route 83

Route 83 is a north-south route serving the cities of Upland, Ontario, and Chino by mainly traveling on Euclid Avenue. Main destinations along this route include Downtown Ontario, the Upland Metrolink Station, Chaffey High School, the Chino Chaffey College campus, Chino City Hall, and the Chino Transit Center.

With a Transformative Climate Communities (TCC) partnership with the City of Ontario, Omnitrans received funding to provide 30-minute peak frequency on Route 83 which was implemented at the beginning of FY2023.

Exhibit 98: Route 83 Map

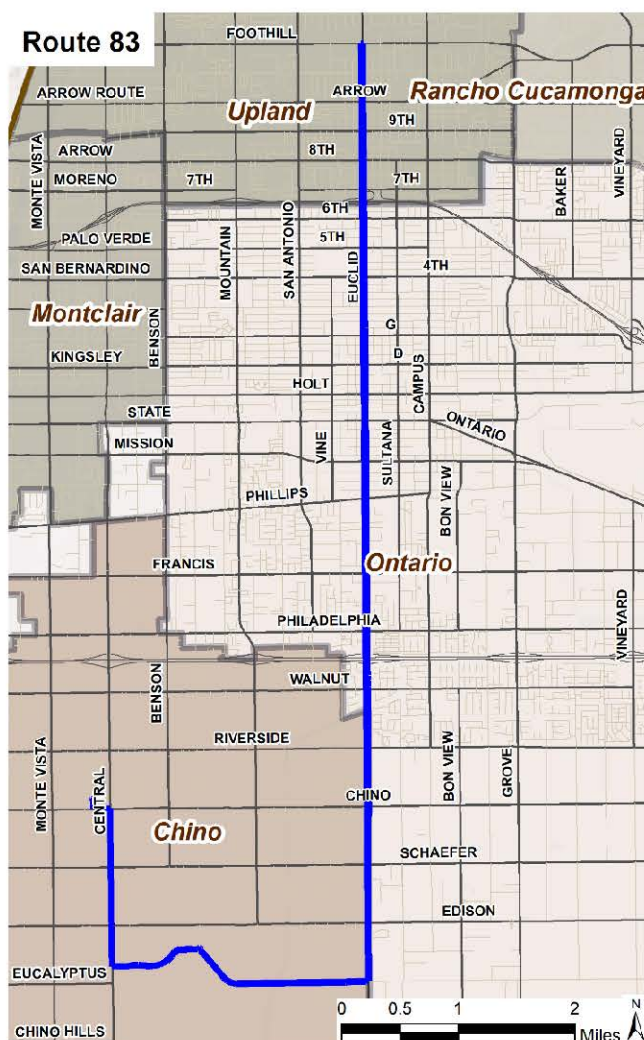


Exhibit 99: Route 83 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	30/60	60	60
Span	6am-10pm	6am-9pm	6am-8pm
Rev. Hours			
Daily	44	30	28
Annual	11,300	1,600	1,500
Annual Total Revenue Hours	14,400		

Route 84

Route 84 serves the cities of Montclair, Upland, Ontario, and Chino primarily servicing Mountain Avenue. The north-south route provides service to the Montclair Transit Center, Mountain Green and Mountain Square shopping centers in Upland, Ontario High School, Chino City Hall, and the Chino Transit Center. No change is proposed for Route 84.

Exhibit 100: Route 84 Map

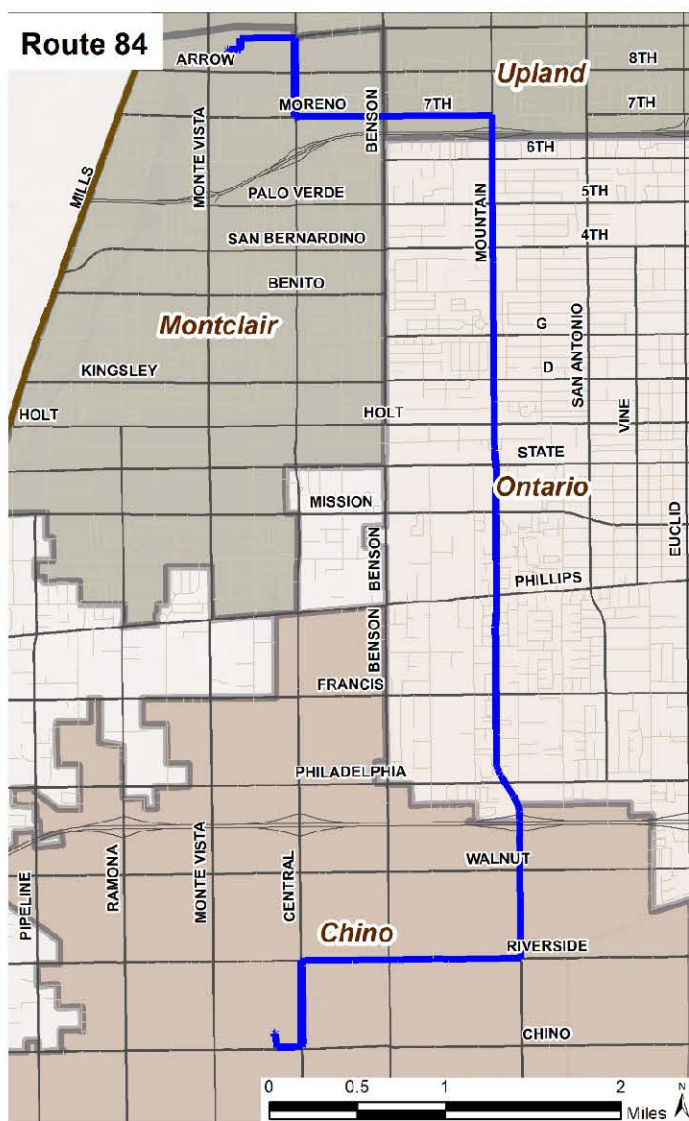


Exhibit 101: Route 84 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	2
Frequency	60	60	60
Span	6am-9pm	6am-8pm	6am-8pm
Rev. Hours			
Daily	30	28	28
Annual	7,700	1,500	1,500
Annual Total Revenue Hours	10,700		

Route 85

Route 85 is a north-south route serving Rancho Cucamonga, Upland, Montclair, and Chino. Primary destinations along the route include Chaffey College in Rancho Cucamonga, the Rancho Cucamonga Quakes Stadium, San Antonio Regional Hospital in Upland, the Montclair Transit Center, Chino Valley Medical Center, Chino City Hall, and the Chino Transit Center.

Exhibit 102: Route 85 Map

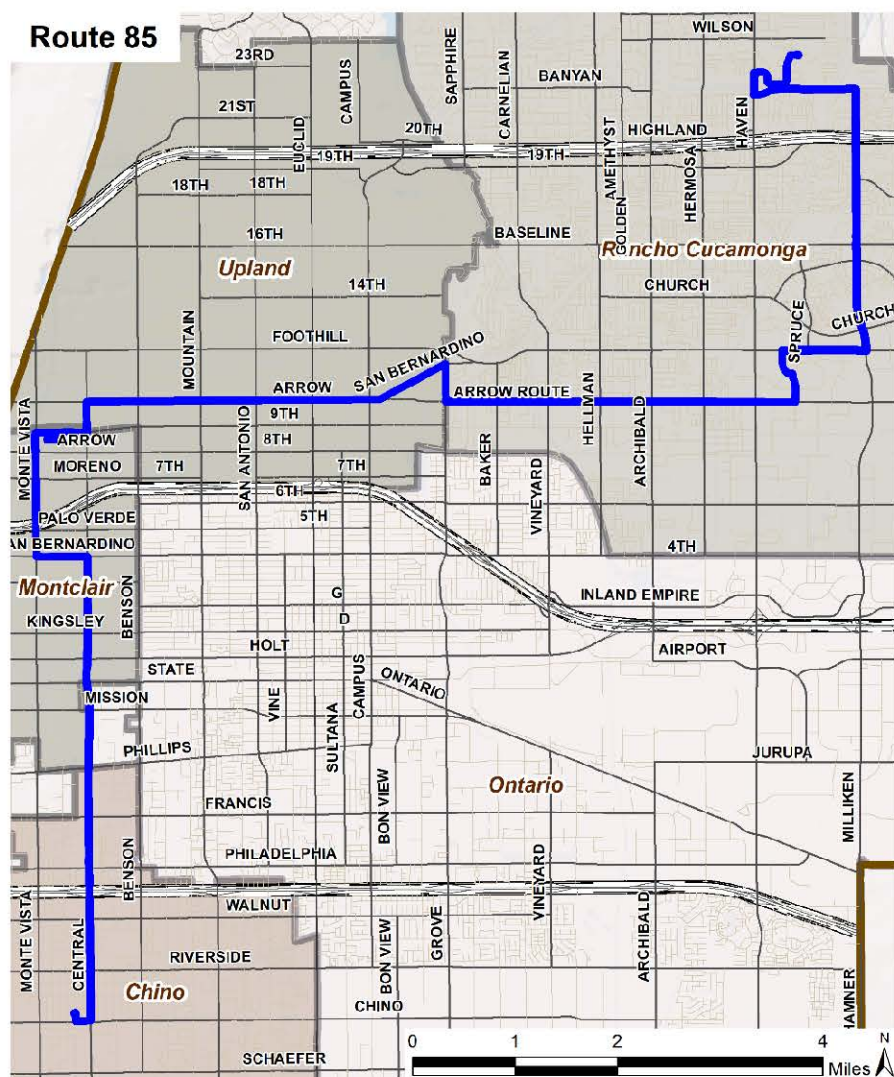


Exhibit 103: Route 85 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	6	3	3
Frequency	30	60	60
Span	4am-11pm	6am-8pm	6am-8pm
Rev. Hours			
Daily	114	42	42
Annual	29,100	2,200	2,200
Annual Total Revenue Hours	33,500		

Route 87

Route 87 is a north-south route providing service to Rancho Cucamonga, Ontario, and Eastvale in Riverside County where customers can connect with RTA Routes 3 & 29. The route provides service to Chaffey College in Rancho Cucamonga, Alta Loma High School, Downtown Ontario, the Bon View Community Center and Baldy View Regional Occupational Program center in Ontario, the community of Ontario Ranch, Colony High School, and an Amazon Facility in Eastvale. Route 87 operates Monday through Saturday only. The route provides 60-minute frequency on operating days.

Exhibit 104: Route 87 Map

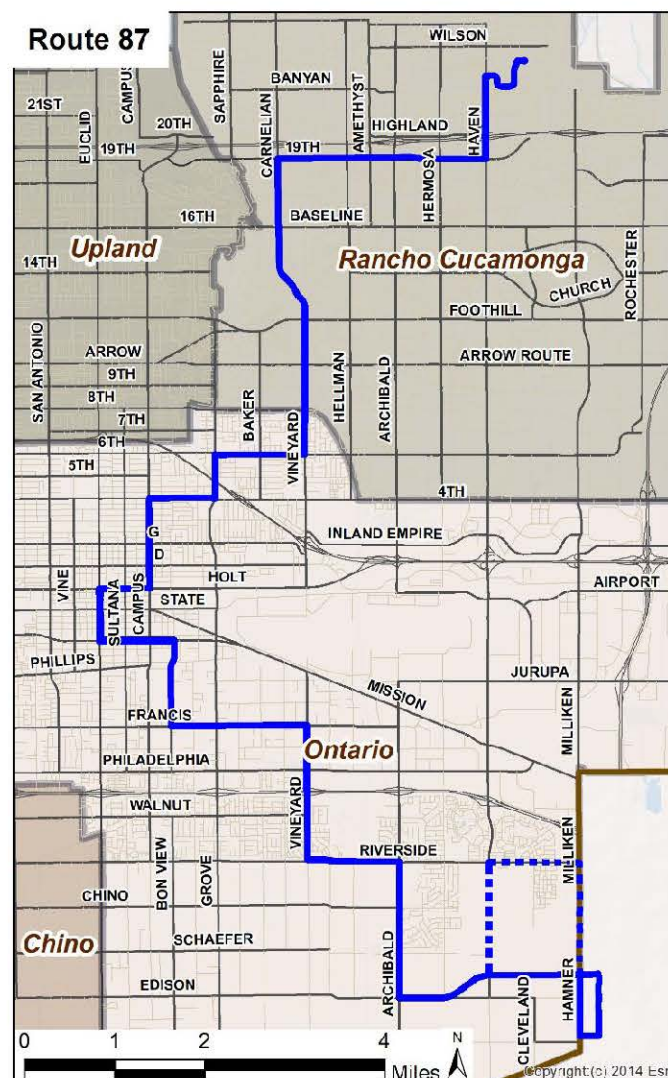


Exhibit 105: Route 87 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	3	-
Frequency	60	60	-
Span	4am-10pm	5am-9pm	-
Rev. Hours			
Daily	54	48	-
Annual	13,800	2,500	-
Annual Total Revenue Hours	16,300		

Route 88

Route 88 provides service to the cities of Montclair, Chino, and Chino Hills. The north-south route provides 60-minute frequency during the week and on weekends. Primary destinations include the Montclair Transit Center, Don Lugo High School in Chino, Chino City Hall, the Chino Transit Center, the Chino Spectrum Marketplace, and the Shoppes at Chino Hills.

Exhibit 106: Route 88 Map

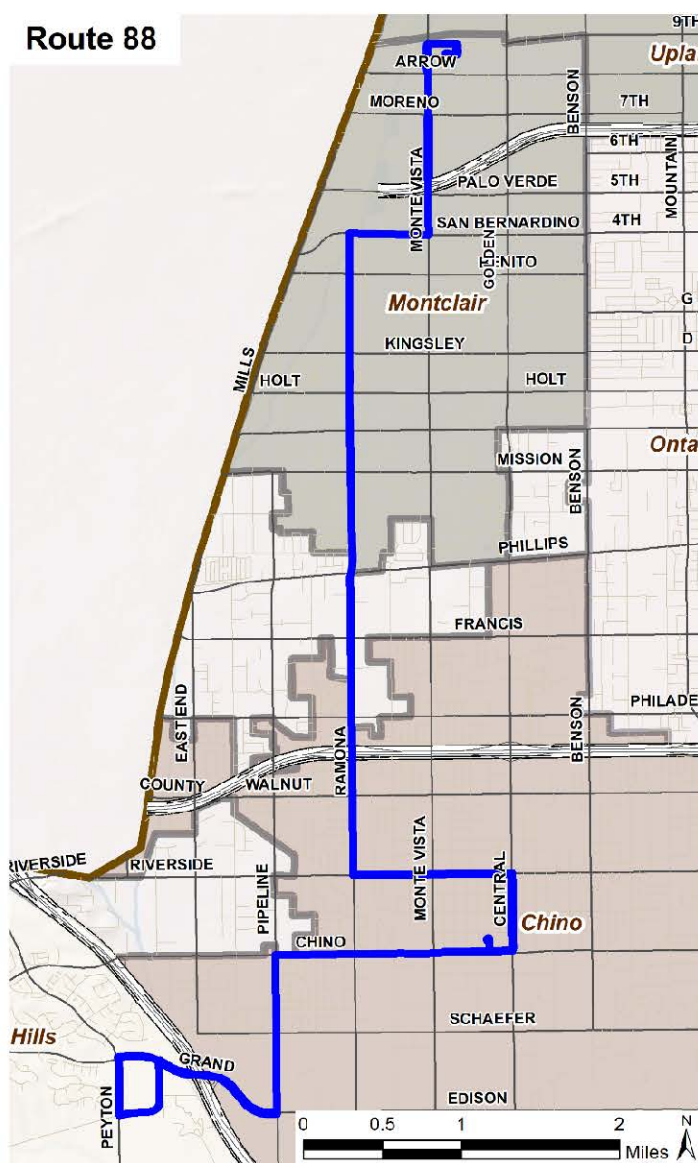


Exhibit 107: Route 88 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	2
Frequency	60	60	60
Span	4am-10pm	6am-8pm	6am-7pm
Rev. Hours			
Daily	36	28	26
Annual	9,200	1,500	1,400
Annual Total Revenue Hours	12,100		

Route 215

Route 215 is a freeway express route connecting customers between Downtown San Bernardino and Downtown Riverside. The route stops at the San Bernardino Transit Center, CentrepoinTE in Colton, Downtown Riverside, and the Riverside Metrolink Station.

Exhibit 108: Route 215 Map

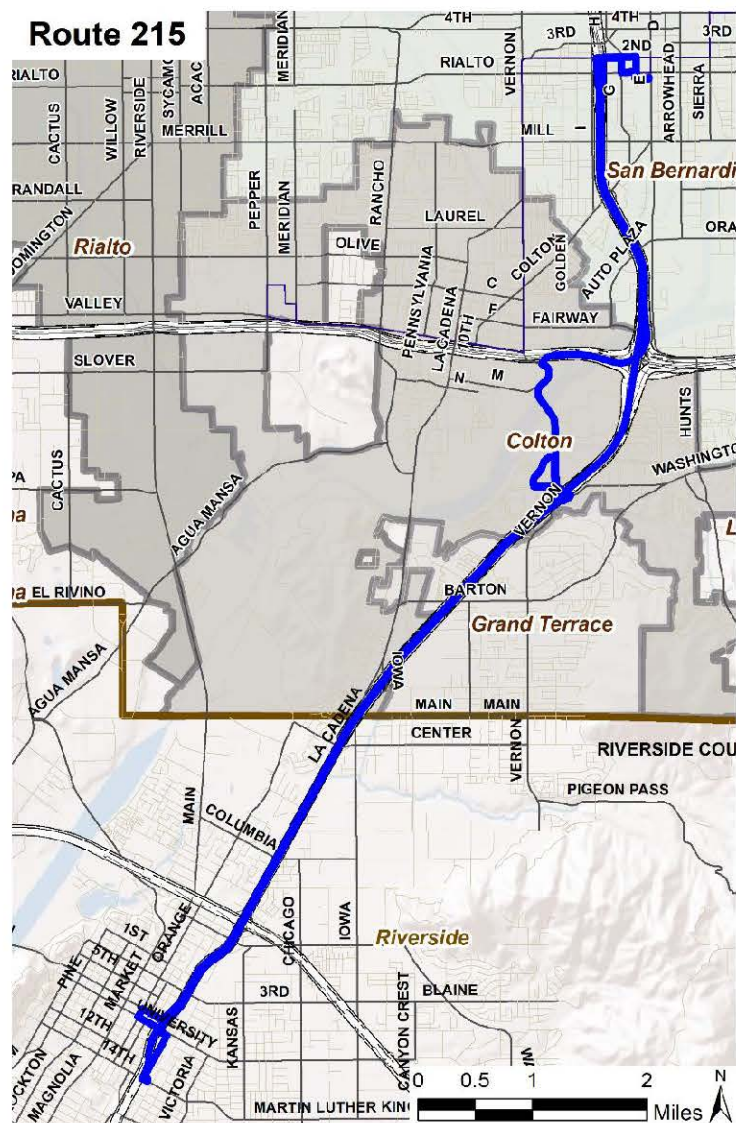


Exhibit 109: Route 215 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	20	30	30
Span	5am-10pm	6am-10pm	6am-8pm
Rev. Hours			
Daily	68	32	28
Annual	17,400	1,700	1,500
Annual Total Revenue Hours	20,600		

Route 290

Route 290 is Omnitrans' second freeway express route operating during weekday peak hours only. The route provides service to Montclair, Ontario, Colton, and San Bernardino. Destinations include the Montclair Transit Center, Ontario Mills, the Arrowhead Regional Medical Center, and the San Bernardino Transit Center.

Route 290 was temporarily suspended in January 2023. Omnitrans will reinstate the route as part of the service resumption plan projected through FY2025.

Exhibit 110: Route 290 Map

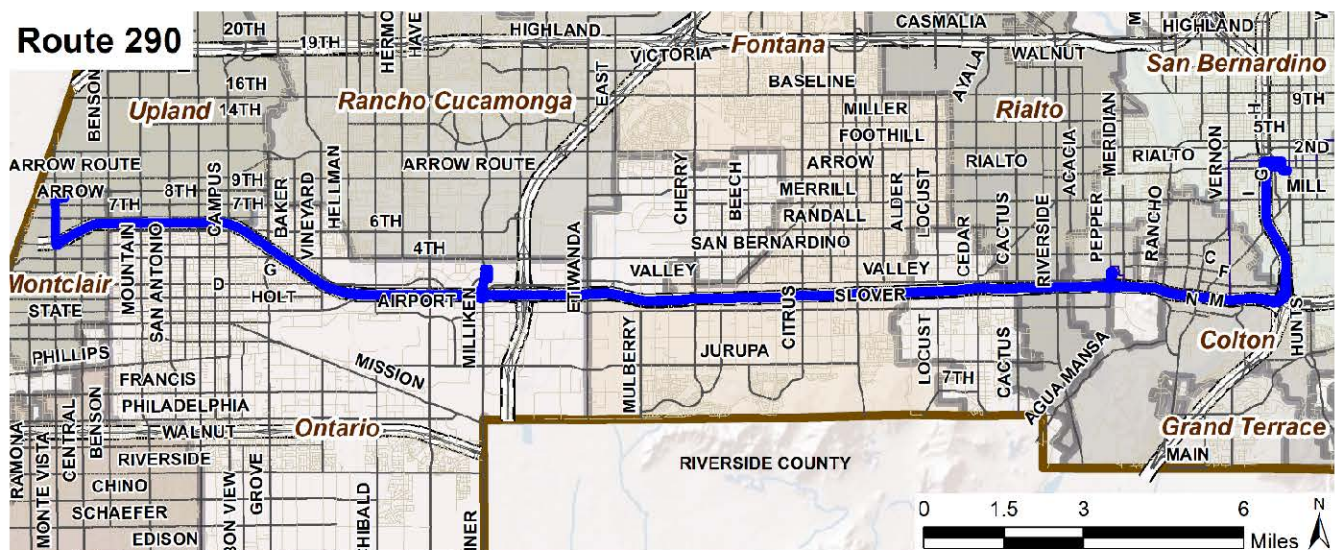


Exhibit 111: Route 290 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	-	-
Frequency	Peak only	-	-
Span	4am-9pm	-	-
Rev. Hours			
Daily	22	-	-
Annual	5,610	-	-
Annual Total Revenue Hours	5,610		

Route 300 SB Connect

Route 300 SB Connect is a first-last mile pilot shuttle providing service in Downtown San Bernardino. The line began service in conjunction with the start of the Metrolink Arrow service in October 2022. This first-last mile shuttle connects passengers to and from the San Bernardino Transit Center to County offices and courts in Downtown San Bernardino. This route operates weekdays only. The route was implemented as planned in the FY2023 Annual Service Plan.

Exhibit 112: Route 300 Map

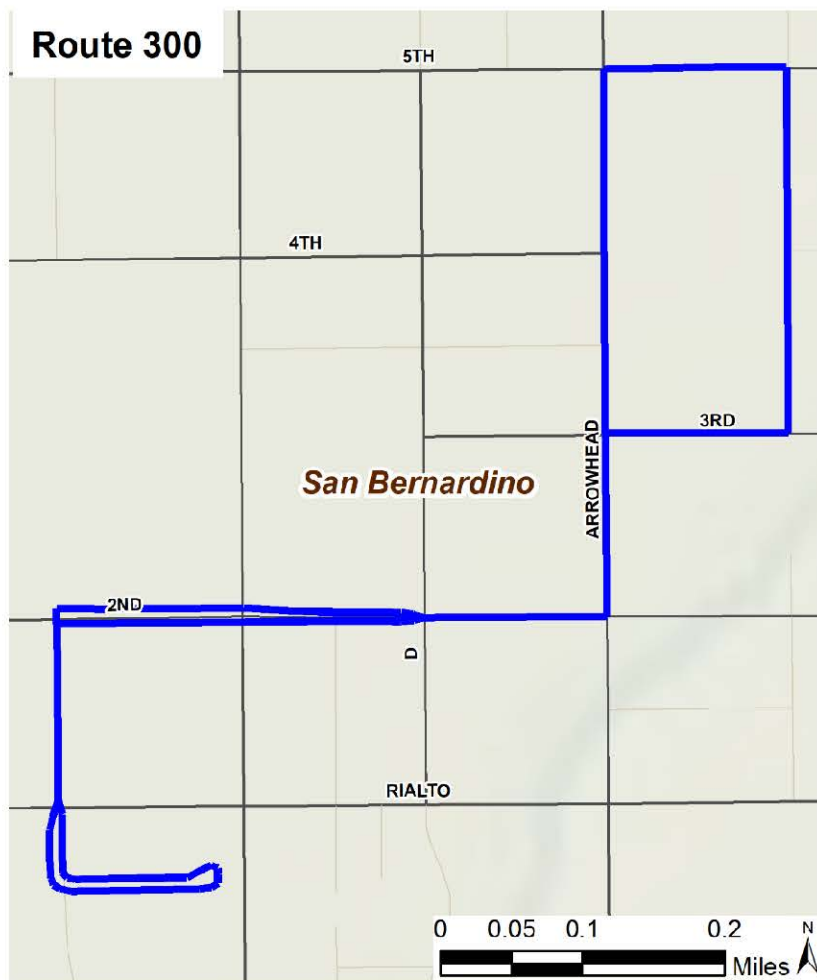


Exhibit 113: Route 300 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	1	-	-
Frequency	20/30	-	-
Span	6am-7pm	-	-
Rev. Hours			
Daily	13	-	-
Annual	3,315	-	-
Annual Total Revenue Hours	3,315		

Route 305

Route 305 is a community circulator fixed route operating between San Bernardino and Grand Terrace. Main destinations along this route include Downtown San Bernardino, San Bernardino Transit Center, an Amazon facility, the Inland Regional Center, and Town Square in Grand Terrace. The route operates at an hourly frequency all service days.

Exhibit 114: Route 305 Map



Exhibit 115: Route 305 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	1	1	1
Frequency	60	60	60
Span	5am-10pm	7am-8pm	7am-7pm
Rev. Hours			
Daily	17	13	12
Annual	4,400	680	630
Annual Total Revenue Hours	5,710		

Route 312

Route 312 is a community circulator fixed route operating in San Bernardino, Rialto, Fontana, and the unincorporated community of Muscoy. The route provides a one-seat ride between Cal State San Bernardino, Renaissance Marketplace in Rialto, and the Fontana Metrolink Station in Downtown Fontana. This route operates hourly service all service days.

Exhibit 116: Route 312 Map

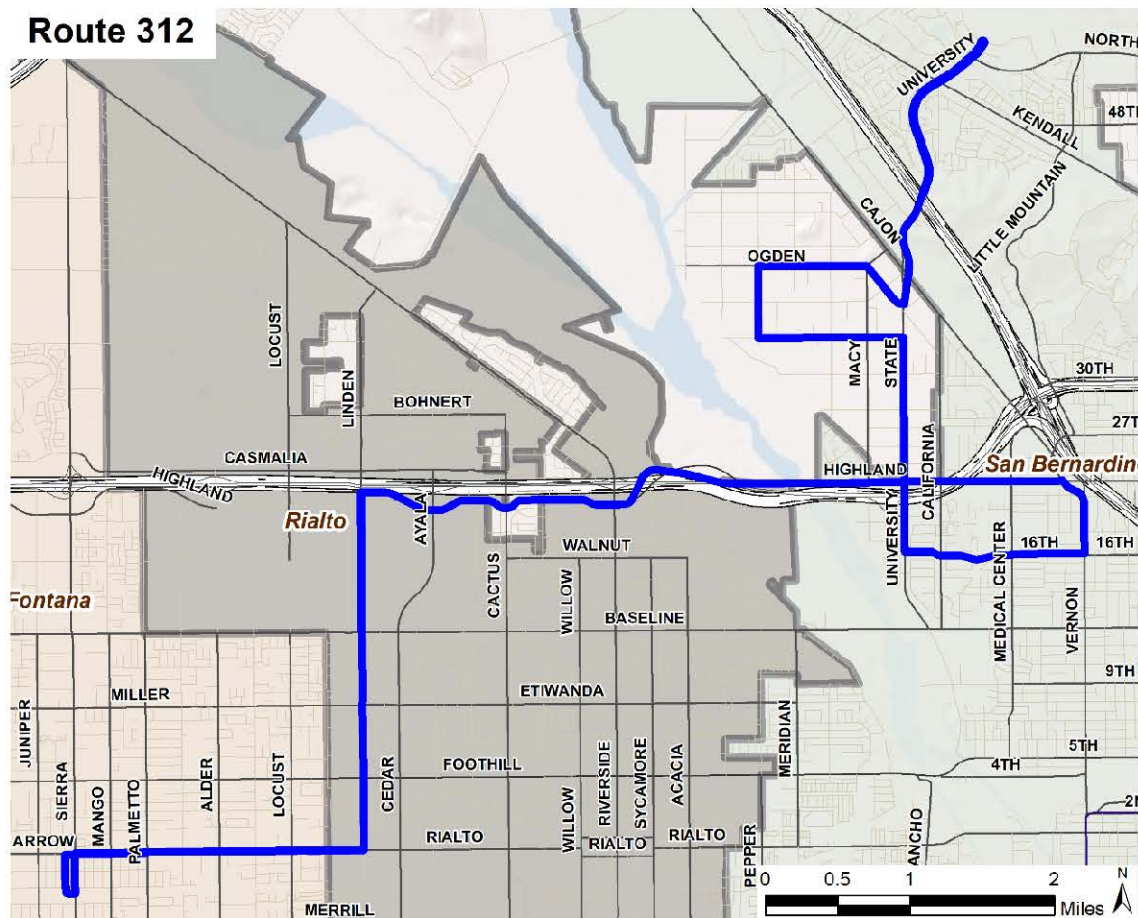


Exhibit 117: Route 312 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	3	3	3
Frequency	60	60	60
Span	5am-10pm	7am-7pm	7am-7pm
Rev. Hours			
Daily	51	36	36
Annual	13,000	1,900	1,900
Annual Total Revenue Hours	16,800		

Route 319

Route 319 is a community circulator fixed route operating in the city of Yucaipa. Prior to the ConnectForward implementation, Yucaipa had three community circulator routes. Route 319 is a consolidation of those three routes. The route provides service to the Yucaipa Transit Center, Yucaipa City Hall and Library, and Yucaipa Regional Park. Route 319 operates weekdays only with hourly frequency.

Exhibit 118: Route 312 Map

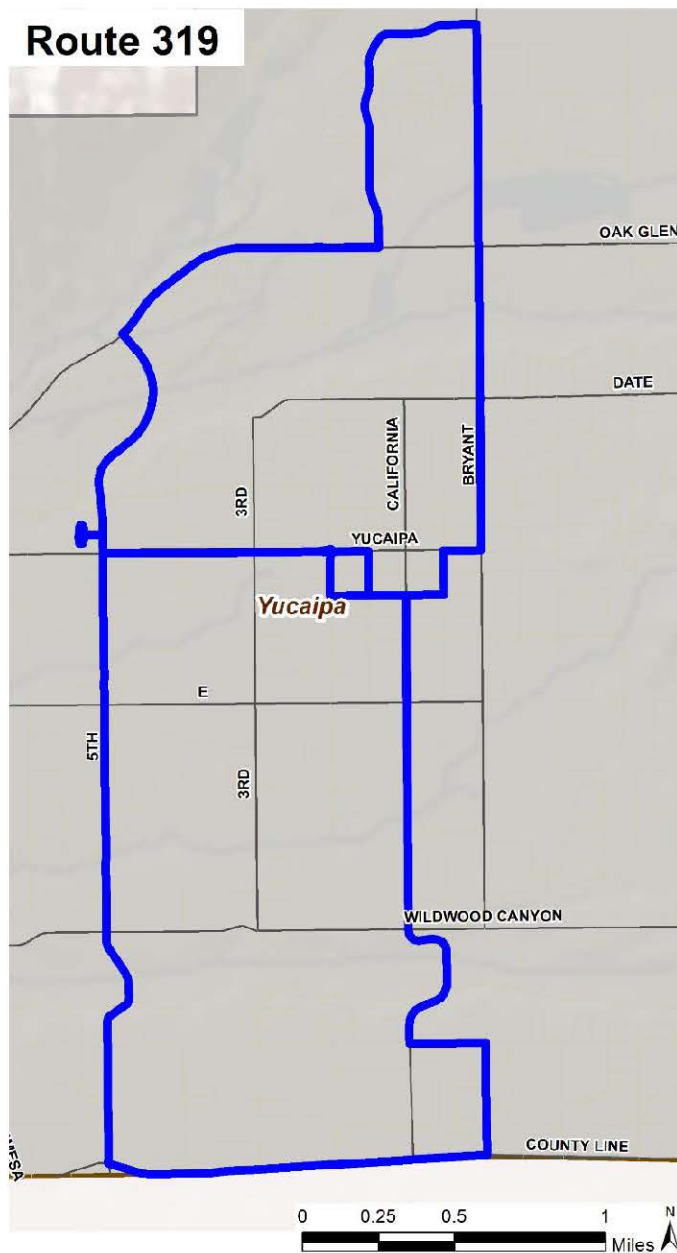


Exhibit 119: Route 319 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	1	-	-
Frequency	60	-	-
Span	6am-8pm	-	-
Rev. Hours			
Daily	14	-	-
Annual	3,600	-	-
Annual Total Revenue Hours		3,600	

Route 380 ONT Connect

Route 380 ONT Connect is Omnitrans' second first-last mile pilot shuttle operating in Rancho Cucamonga and Ontario. The route began service in August 2022 as part of the FY2023 Annual Service Plan. The route provides bus and rail connectivity so passengers can connect between the Rancho Cucamonga Metrolink Station and the Ontario International Airport. The service is operated all service days to provide maximum connectivity between the two destinations.

Exhibit 120: Route 380 Map

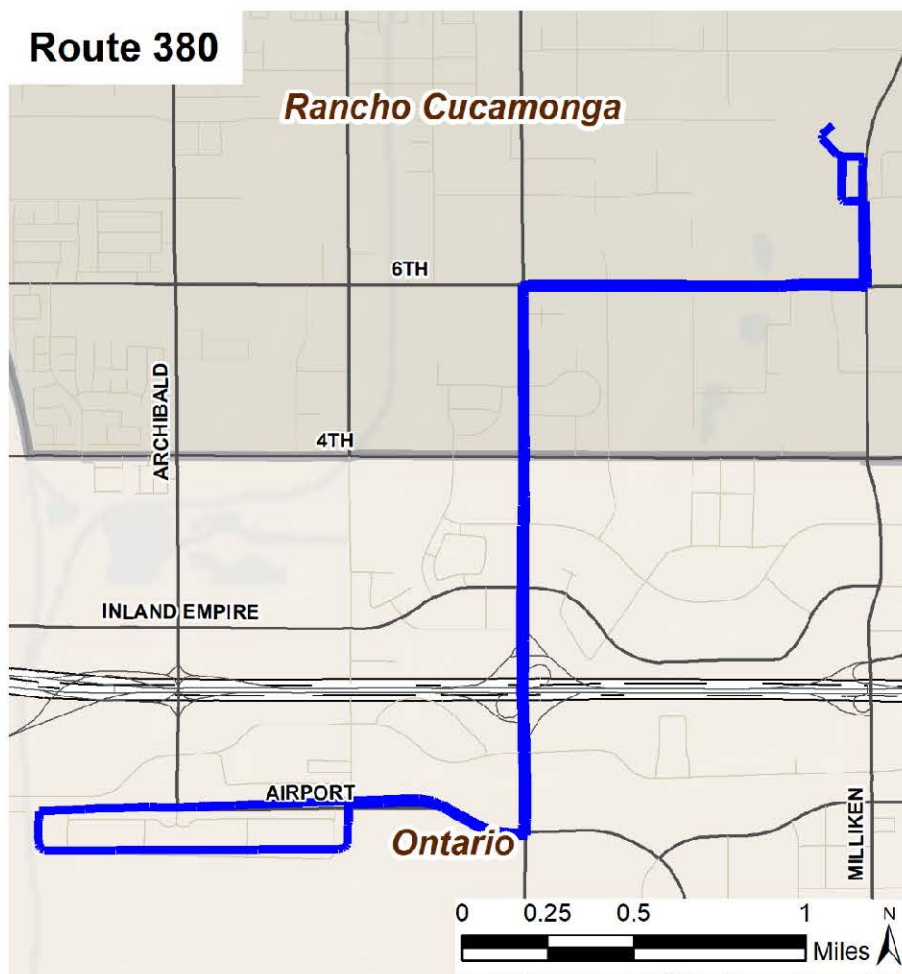


Exhibit 121: Route 380 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	1	1	1
Frequency	35/60	60	60
Span	4am-11pm	7am-11pm	7am-11pm
Rev. Hours			
Daily	20	16	16
Annual	5,100	840	840
Annual Total Revenue Hours	6,780		

West Valley Connector

The West Valley Connector project is Omnitrans' second sbX bus rapid transit line. Once operational, the West Valley Connector will be named the sbX Purple Line. The route is scheduled to begin revenue service between May and November 2025. In this SRTP, all projects are based on service implementation meeting the earliest date of May 2025.

The sbX Purple Line will have capital investments similar to the sbX Green Line. The sbX Purple Line will use 40-foot 100% electric buses and will provide level boarding at the left side station platform types through the left door. The line will have center and side running stations (a total of 22 stations), transit signal priority (TSP), security cameras, and branded pylons. sbX Purple Line stations are also being designed to accommodate 60-foot sbX vehicles for future operations.

The route will provide service to Pomona, Montclair, Ontario, and Rancho Cucamonga. Main destinations are the Pomona Transit Center, the Ontario Civic Center, the Ontario International Airport, Ontario Mills, the Cucamonga Station, and Victoria Gardens.

The sbX Purple Line is planned to operate weekdays only. During weekday peak hours the route will operate at 10-minute frequency and during off-peak hours the route will operate at 15-minute frequency. In the Unconstrained Plan, it is proposed the line operate over the weekend as well.

Exhibit 122: sbX Purple Line Map

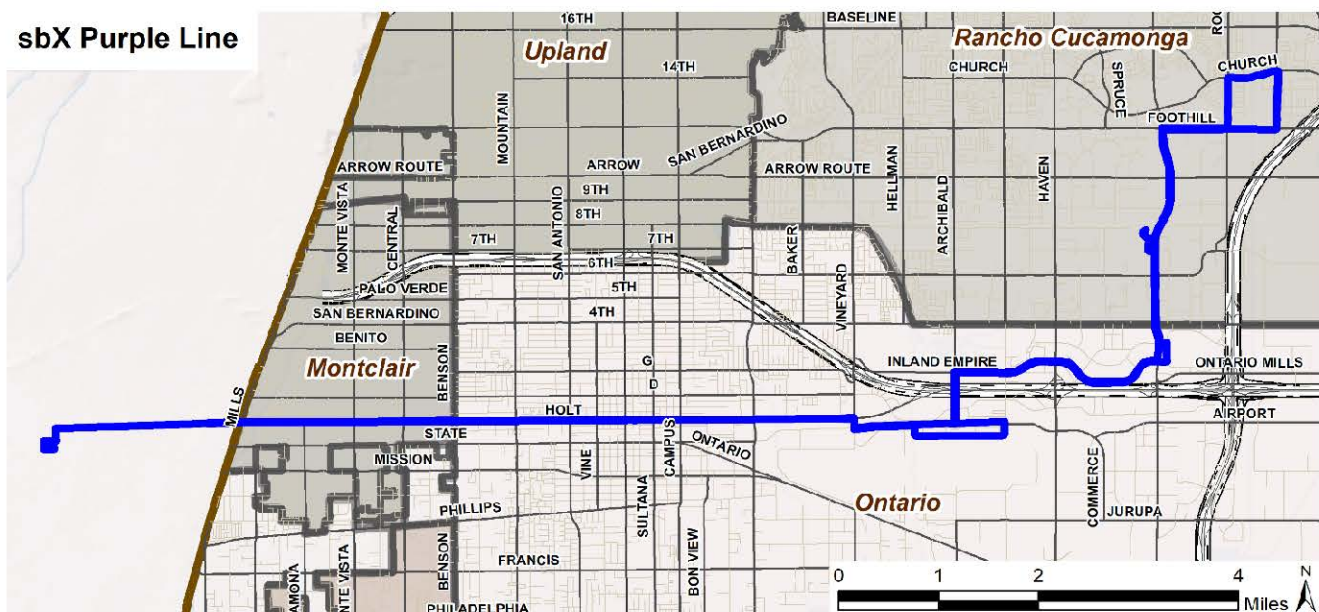


Exhibit 123: sbX Purple Line Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	15	-	-
Frequency	10/15	-	-
Span	6am-8pm	-	-
Rev. Hours			
Daily	167	-	-
Annual	42,600	-	-
Annual Total Revenue Hours		42,600	

Microtransit

OmniRide is an origin-to-destination general-public demand-response service. The service is reservation-based similar to transportation network companies (TNCs) such as Uber and Lyft. As of FY2023 Omnitrans has three OmniRide programs in Chino/Chino Hills, Upland, and Bloomington, respectively. The service is designed to provide on-demand service to/from Omnitrans' fixed route bus service. OmniRide customers receive an Omnitrans Day Pass to use and transfer to Omnitrans' fixed route services from any OmniRide program. The services have been effective in providing additional mobility options in these communities. There are no plans to modify the existing OmniRide programs.

OmniRide Chino/Chino Hills

Omnitrans implemented the first microtransit program in FY2021 primarily serving the City of Chino Hills and parts of Chino as shown in Exhibit 124. Customers using OmniRide Chino Hills can transfer to Routes 83, 84, 85, and 88. This microtransit program serves the Chino Transit Center in Chino.

As part of the FY2023 Annual Service Plan, OmniRide Chino Hills was expanded to provide residents along Riverside Avenue a mobility option and it was also expanded to large employer and distribution centers along south Euclid Avenue between Kimball and Pine Avenues. Including the expanded area, this microtransit boundary zone is 32.4 square miles.

Major destinations include an Amazon facility, Ayala High School, the Shoppes at Chino Hills, the Chino Chaffey College campus, Chino City Hall, Chino Hills High School, the Spectrum Marketplace, and Don Lugo High School. OmniRide Chino Hills operates on weekdays only from 6am-8pm.

Exhibit 124: OmniRide Chino/Chino Hills Map



Exhibit 125: OmniRide Chino/Chino Hills Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	-	-
Frequency	On-Demand	-	-
Span	6am-8pm	-	-
Rev. Hours			
Daily	21	-	-
Annual	5,400	-	-
Annual Total Revenue Hours	5,400		

OmniRide Upland

OmniRide Upland began service in August 2021. This program primarily serves the City of Upland but was expanded into Montclair and into Rancho Cucamonga as part of the FY2023 Annual Service Plan. Service was expanded into Montclair to serve the Montclair Place and into Rancho Cucamonga to service some shopping plazas along Carnelian Street between 19th Street and Base Line Road. With the expansion, this microtransit boundary is 16.90 square miles. Exhibit 126 shows the extent of OmniRide Upland.

Customers using OmniRide Upland can connect to Routes 66, 83, 84, 85, 87, and 88. OmniRide Upland provides service to the Montclair Transit Center where customers can connect with Foothill Transit or

Metrolink. This program also provides service to the Upland Metrolink Station in Upland on East A Street.

Major destinations also include Colonies Crossroads in Upland, Downtown Upland, Montclair Place, San Antonio Regional Hospital, Upland High School, and the Upland Village Shopping Mall. OmniRide Upland operates on weekdays only from 6am-8pm.

Exhibit 126: OmniRide Upland Map

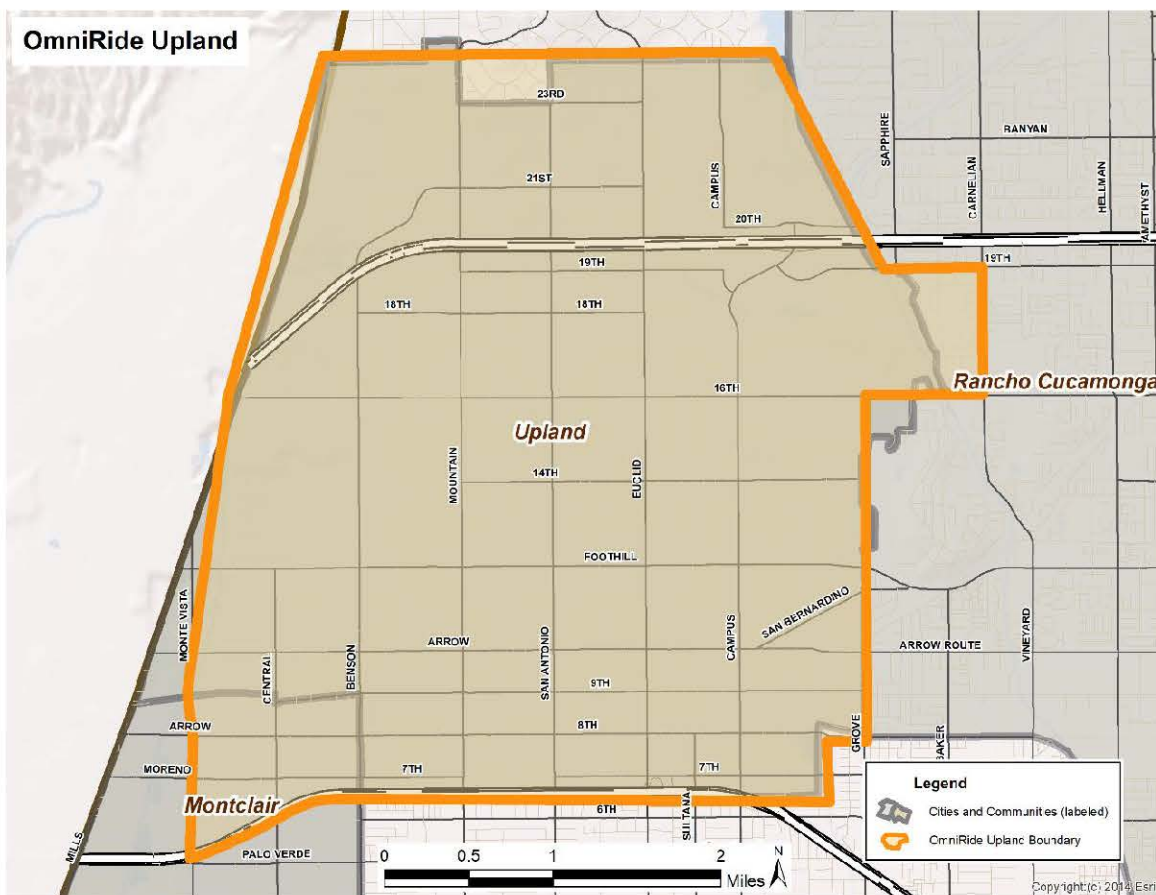


Exhibit 127: OmniRide Upland Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	1	-	-
Frequency	On-Demand	-	-
Span	6am-8pm	-	-
Rev. Hours			
Daily	14	-	-
Annual	3,600	-	-
Annual Total Revenue Hours	3,600		

OmniRide Bloomington

OmniRide Bloomington began service in January 2022. This program primarily serves the unincorporated community of Bloomington, but also covers parts of west Colton, south Rialto, and southwest Fontana as shown in Exhibit 128. This microtransit boundary is 13.33 square miles.

Primary destinations include an Amazon facility, Arrowhead Regional Medical Center, Bloomington High School, the Lillian Court Senior Community, the Bloomington Branch Library, Bel-Air Swap Meet, Kaiser Permanente, Palm Court Shopping Center, and the South Fontana Transfer Center.

Customers using OmniRide Bloomington can transfer to Routes 1, 19, 22, 61, and 82. OmniRide Bloomington operates on weekdays and Saturday only from 6am-8pm.

Exhibit 128: OmniRide Bloomington Map

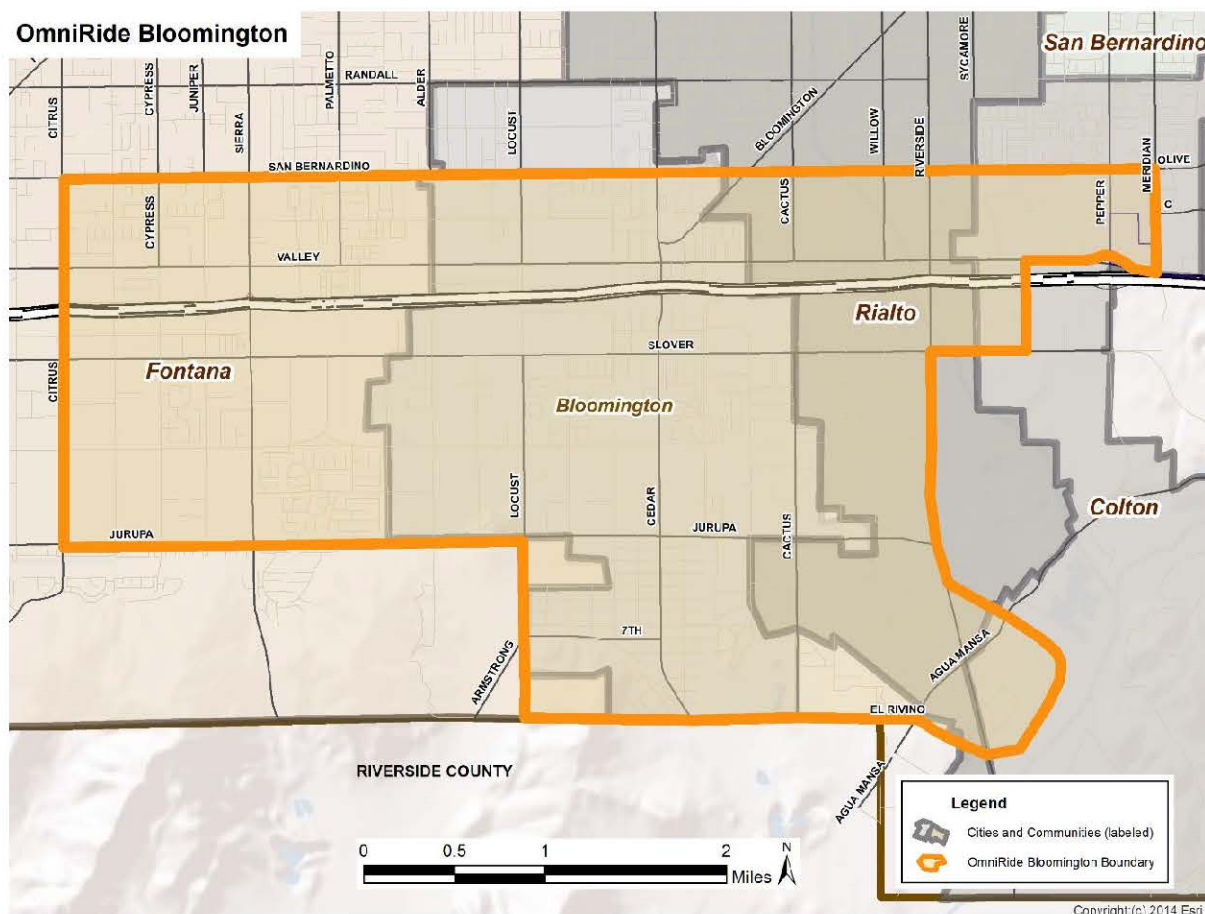


Exhibit 129: OmniRide Bloomington Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	-
Frequency	On-Demand	On-Demand	-
Span	6am-8pm	6am-8pm	-
Rev. Hours			
Daily	28	28	-
Annual	7,140	1,460	-
Annual Total Revenue Hours	8,600		

Service Level Forecasts

The following nine tables are based on the service changes proposed. The primary drivers of the forecasts are service resumption, the introduction of the sbX Purple Line, and the proposed fare increases described in the Fare Policy chapter. Exhibit 130 shows the Systemwide forecast for FY2023-FY2029. This table represents forecasts for all services including Fixed Route, sbX, Contracted Services, First-Last Mile Shuttles, OmniAccess, and OmniRide.

Exhibit 130: Systemwide Operating Statistics

Systemwide (All Services, in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$13,595	\$11,545	\$6,443	\$7,804	\$8,089	\$9,765	\$10,779	\$12,669	\$13,435	\$14,008	\$15,033	\$15,300
	Operating Costs	\$94,814	\$87,588	\$76,887	\$68,122	\$90,593	\$102,991	\$111,827	\$122,070	\$127,823	\$133,342	\$137,862	\$143,000
Operating Data	Revenue Miles	11,425	10,146	6,824	7,407	8,588	9,746	10,769	11,249	11,280	11,355	11,225	11,200
	Total Miles	12,818	11,320	7,538	8,188	9,614	10,890	12,150	12,604	12,669	12,696	12,464	12,400
	Revenue Hours	833	738	497	532	635	709	742	780	788	796	794	790
	Total Hours	898	793	536	586	682	763	797	841	851	861	862	860
	Passengers	10,864	9,024	4,024	5,101	6,350	7,655	8,407	8,912	9,459	9,864	9,690	9,800
Fleet Data	Peak Rev. Fleet	251	252	134	139	179	191	220	226	234	237	240	240
	Spare Fleet	32	31	40	41	44	46	52	53	55	56	56	56
	Total Fleet	283	283	174	180	223	238	272	279	289	293	296	296
Key Stats	Passengers per Hour	13.0	12.2	8.1	9.6	10.0	10.8	11.3	11.4	12.0	12.4	12.2	12.1

Exhibit 131: Total Fixed Route Operating Statistics including Directly Operated, BRT, Purchased and First-Last Mile

Total Fixed Route (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$12,150	\$10,361	\$6,022	\$7,036	\$7,408	\$8,896	\$9,748	\$11,389	\$12,094	\$12,615	\$13,506	\$13,700
	Operating Costs	\$78,286	\$74,213	\$68,176	\$57,313	\$73,441	\$84,985	\$91,084	\$99,395	\$103,611	\$107,710	\$110,949	\$114,900
Operating Data	Revenue Miles	9,111	8,259	6,035	6,155	6,988	7,669	8,270	8,734	8,747	8,806	8,720	8,700
	Total Miles	9,917	8,971	6,542	6,706	7,627	8,366	9,039	9,544	9,540	9,595	9,512	9,500
	Revenue Hours	676	612	446	458	525	600	613	640	642	645	640	640
	Total Hours	709	641	466	479	547	626	641	672	674	677	672	670
	Passengers	10,503	8,778	3,958	4,974	6,160	7,414	8,123	8,628	9,162	9,557	9,386	9,500
Fleet Data	Peak Rev. Fleet	155	156	102	102	129	138	153	149	149	149	149	149
	Spare Fleet	32	31	33	33	33	35	38	37	37	37	37	37
	Total Fleet	187	187	135	135	162	173	191	186	186	186	186	186
Key Stats	Passengers per Hour	15.5	14.3	8.9	10.9	11.7	12.4	13.3	13.5	14.3	14.8	14.7	14.7

Exhibit 132: Motor Bus Directly Operated Operating Statistics (Local & Freeway Express)

Motor Bus Directly Operated (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$11,433	\$9,433	\$5,418	\$6,318	\$6,714	\$7,941	\$8,616	\$9,676	\$10,268	\$10,716	\$11,475	\$11,714
	Operating Costs	\$69,730	\$65,572	\$60,584	\$51,116	\$65,048	\$74,466	\$78,629	\$80,747	\$84,095	\$87,492	\$90,132	\$93,331
Operating Data	Revenue Miles	8,111	7,235	5,188	5,382	6,146	6,591	7,065	6,979	6,988	7,032	6,970	6,991
	Total Miles	8,785	7,818	5,618	5,865	6,706	7,191	7,723	7,628	7,624	7,664	7,604	7,661
	Revenue Hours	607	541	387	403	462	521	525	516	517	520	516	517
	Total Hours	635	565	403	421	481	542	548	541	542	545	541	542
	Passengers	9,624	7,996	3,561	4,466	5,584	6,618	7,180	7,330	7,779	8,118	7,975	8,114
Fleet Data	Peak Rev. Fleet	136	136	88	88	110	119	119	115	115	115	115	115
	Spare Fleet	26	26	17	17	22	24	24	23	23	23	23	23
	Total Fleet	162	162	105	105	132	143	143	138	138	138	138	138
Key Stats	Passengers per Hour	15.9	14.8	9.2	11.1	12.1	12.7	13.7	14.2	15.0	15.6	15.5	15.9

Exhibit 133: sbX Operating Statistics (Green and Purple Lines)

Bus Rapid Transit (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$585	\$704	\$467	\$535	\$533	\$779	\$942	\$1,497	\$1,597	\$1,661	\$1,775	\$1,848
	Operating Costs	\$6,295	\$5,896	\$3,562	\$2,744	\$4,130	\$6,044	\$7,755	\$13,761	\$14,433	\$14,952	\$15,361	\$15,948
Operating Data	Revenue Miles	651	600	372	371	423	659	786	1,336	1,340	1,354	1,332	1,338
	Total Miles	710	652	398	397	455	709	850	1,450	1,450	1,462	1,443	1,448
	Revenue Hours	44	40	25	25	29	45	54	90	91	91	90	90
	Total Hours	46	42	26	26	30	47	57	95	96	96	95	95
	Passengers	765	688	307	379	443	649	785	1,134	1,210	1,258	1,234	1,238
Fleet Data	Peak Rev. Fleet	12	12	6	6	12	12	27	27	27	27	27	27
	Spare Fleet	3	3	9	9	3	3	6	6	6	6	6	6
	Total Fleet	15	15	15	15	15	15	33	33	33	33	33	33
Key Stats	Passengers per Hour	17.5	17.2	12.2	15.0	15.4	14.5	14.5	12.6	13.3	13.8	13.7	14.0

Exhibit 134: Contracted Fixed Route Operating Statistics excluding First-Last Mile Shuttles

Motor Bus Purchased (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$132	\$224	\$137	\$183	\$142	\$156	\$168	\$191	\$203	\$211	\$227	\$238
	Operating Costs	\$2,261	\$2,745	\$4,031	\$3,453	\$3,247	\$3,409	\$3,580	\$3,723	\$3,872	\$4,011	\$4,156	\$4,301
Operating Data	Revenue Miles	349	423	475	402	334	333	333	333	333	335	332	333
	Total Miles	421	501	525	444	365	364	365	365	365	368	364	365
	Revenue Hours	25	31	34	30	25	25	25	25	25	25	25	25
	Total Hours	28	34	36	31	26	26	26	26	26	26	26	26
	Passengers	114	93	90	129	118	130	140	145	153	160	157	160
Fleet Data	Peak Rev. Fleet	7	8	8	8	5	5	5	5	5	5	5	5
	Spare Fleet*	3	2	7	7	7	7	7	7	7	7	7	7
	Total Fleet*	10	10	15	15	12	12	12	12	12	12	12	12
Key Stats	Passengers per Hour	4.5	3.0	2.6	4.3	4.7	5.2	5.6	5.8	6.1	6.4	6.3	6.6

*Spares are Shared with OmniAccess (Flex Vehicles)

Exhibit 135: First-Last Mile Shuttle Operating Statistics

First-Last Mile Shuttles (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$-	\$-	\$-	\$-	\$19	\$20	\$22	\$25	\$26	\$27	\$29	\$30
	Operating Costs	\$-	\$-	\$-	\$-	\$1,016	\$1,066	\$1,120	\$1,164	\$1,211	\$1,255	\$1,300	\$1,344
Operating Data	Revenue Miles	-	-	-	-	86	86	86	86	86	86	86	86
	Total Miles	-	-	-	-	101	101	101	101	101	101	101	101
	Revenue Hours	-	-	-	-	9	9	9	9	9	9	9	9
	Total Hours	-	-	-	-	10	10	10	10	10	10	10	10
	Passengers	-	-	-	-	15	17	18	19	20	21	20	20
Fleet Data	Peak Revenue Fleet	-	-	-	-	2	2	2	2	2	2	2	2
	Spare Fleet	-	-	-	-	1	1	1	1	1	1	1	1
	Total Fleet	-	-	-	-	3	3	3	3	3	3	3	3
Key Stats	Passengers per Hour	0.0	0.0	0.0	0.0	1.8	1.9	2.0	2.1	2.2	2.3	2.2	2.2

Exhibit 136: Total Demand Response Operating Statistics including OmniAccess, OmniRide & CTSA

Total Demand Response (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$1,445	\$1,184	\$421	\$767	\$681	\$869	\$1,031	\$1,280	\$1,341	\$1,393	\$1,527	\$1,593
	Operating Costs	\$16,528	\$13,374	\$8,710	\$10,209	\$13,922	\$14,614	\$17,182	\$18,971	\$20,360	\$21,641	\$22,779	\$23,999
Operating Data	Revenue Miles	2,314	1,887	789	1,252	1,600	2,077	2,500	2,516	2,533	2,549	2,505	2,593
	Total Miles	2,901	2,349	996	1,482	1,987	2,525	3,111	3,060	3,129	3,101	2,951	2,999
	Revenue Hours	157	126	51	74	110	109	129	140	146	151	154	154
	Total Hours	189	152	70	107	135	137	156	170	177	184	191	191
	Passengers	360	247	66	127	190	241	284	284	297	307	304	304
Fleet Data	Peak Revenue Fleet	96	96	32	37	50	53	67	77	85	88	91	91
	Spare Fleet	-	-	7	8	11	12	14	16	18	19	19	19
	Total Fleet	96	96	39	45	61	65	81	93	103	107	110	110
Key Stats	Passengers per Hour	2.3	2.0	1.3	1.7	1.7	2.2	2.2	2.0	2.0	2.0	2.0	2.0

Exhibit 137: OmniAccess Operating Statistics

OmniAccess (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$1,445	\$1,184	\$413	\$744	\$619	\$804	\$965	\$1,208	\$1,268	\$1,319	\$1,448	\$1,488
	Operating Costs	\$16,528	\$13,374	\$8,140	\$8,983	\$12,146	\$12,818	\$15,224	\$16,935	\$18,242	\$19,447	\$20,590	\$21,666
Operating Data	Revenue Miles	2,314	1,887	766	1,170	1,467	1,944	2,367	2,383	2,400	2,416	2,372	2,393
	Total Miles	2,901	2,349	950	1,385	1,834	2,372	2,958	2,907	2,976	2,948	2,798	2,888
	Revenue Hours	157	126	46	61	92	92	111	122	128	133	137	137
	Total Hours	189	152	64	92	113	115	134	148	155	162	169	169
	Passengers	360	247	63	114	165	215	257	258	271	281	278	278
Fleet Data	Peak Revenue Fleet	96	96	29	34	45	48	62	72	80	83	86	86
	Spare Fleet	-	-	6	7	9	10	12	14	16	17	17	17
	Total Fleet	96	96	35	41	54	58	74	86	96	100	103	103
Key Stats	Passengers per Hour	2.3	2.0	1.4	1.9	1.8	2.3	2.3	2.1	2.1	2.1	2.0	2.0

Exhibit 138: OmniRide Operating Statistics

OmniRide (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Fare Revenue	\$-	\$-	\$8	\$24	\$62	\$65	\$66	\$72	\$73	\$74	\$79	\$84
	Operating Costs	\$-	\$-	\$571	\$1,226	\$1,776	\$1,796	\$1,958	\$2,036	\$2,118	\$2,194	\$2,189	\$2,240
Operating Data	Revenue Miles	-	-	23	82	133	133	133	133	133	133	133	133
	Total Miles	-	-	46	97	153	153	153	153	153	153	153	153
	Revenue Hours	-	-	5	13	18	17	18	18	18	18	17	17
	Total Hours	-	-	6	15	22	22	22	22	22	22	22	22
	Passengers	-	-	3	12	25	26	27	26	26	26	26	26
Fleet Data	Peak Revenue Fleet	-	-	3	3	5	5	5	5	5	5	5	5
	Spare Fleet	-	-	1	1	2	2	2	2	2	2	2	2
	Total Fleet	-	-	4	4	7	7	7	7	7	7	7	7
Key Stats	Passengers per Hour	0.0	0.0	0.7	1.0	1.4	1.5	1.5	1.4	1.4	1.4	1.5	1.5

Exhibit 139: CTSA Costs

CTSA (in Thousands)		Actuals				Budget	Projections						
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Financial	Operating Costs	\$-	\$-	\$-	\$600	\$3,230	\$3,392	\$3,561	\$3,704	\$3,852	\$3,991	\$4,134	\$4,277

UNCONSTRAINED PLAN

The unconstrained operating plan describes services that meet community needs to enhance mobility and ease of use of Omnitrans' system. The services described are in line with service warrants but without additional funding these services are beyond the long-term sustainable financial capacity of the Agency. Omnitrans will seek both formula and competitive local, state, and federal funding to implement these services either as pilot programs or new fully implemented services.

The Unconstrained Plan is built on existing services and planned funded future services described in the constrained operating plan. During the period FY2023 through FY2025, Omnitrans' primary service focus remains on service resumption. During FY2025, Omnitrans' primary service focus will be implementing the sbX Purple Line, which is the operational name of the BRT service developed as the West Valley Connector. The services described in the unconstrained plan are designed to build upon the restored service level and the sbX Purple Line to increase ridership by improving the convenience and ease of use of Omnitrans' service network.

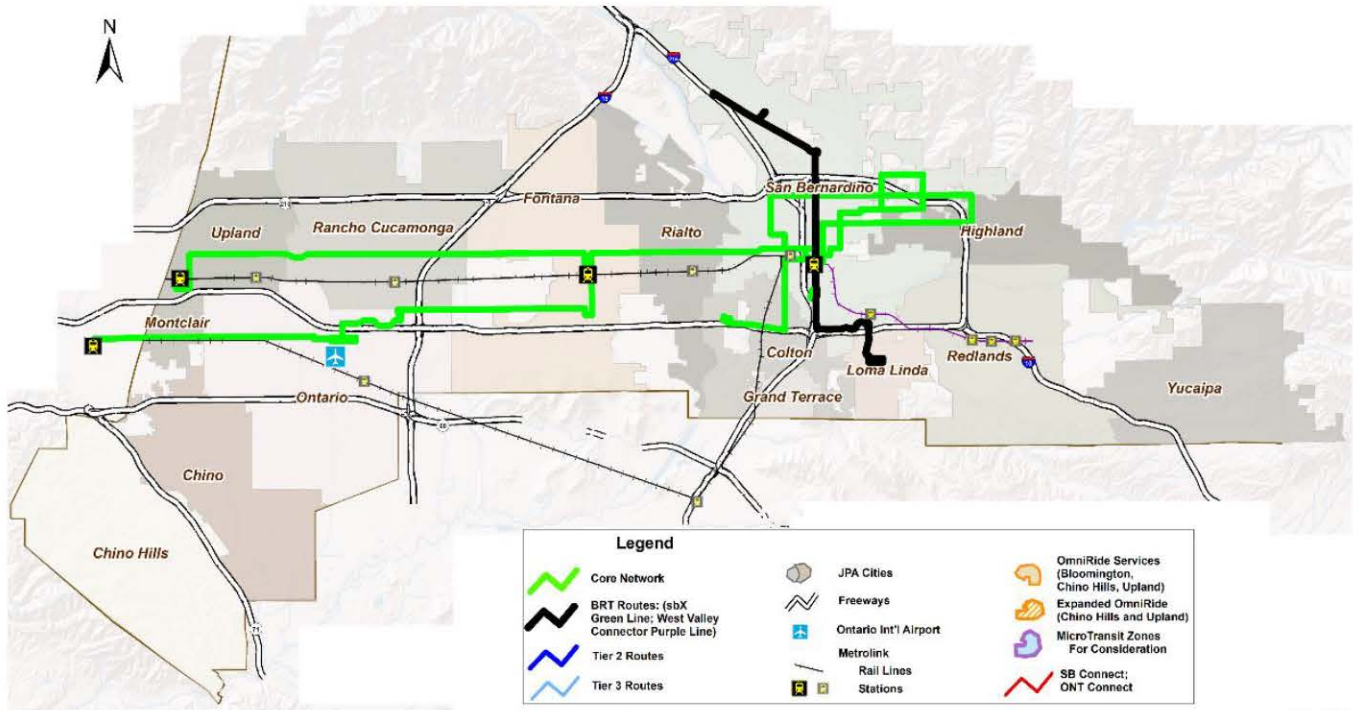
The primary unconstrained services include:

1. Increased frequency on the core network
2. Adding weekend service on the sbX green and purple lines
3. Implementing a limited stop service that connects the sbX green and purple lines
4. Implementing additional OmniRide services
5. Delivering transit service on currently closed holidays
6. Improved frequency on Haven Avenue
7. Other local routing changes
8. Future BRT network
9. Additional service span
10. Tunnel to Ontario International Airport

Frequency on the Core Network

Six of Omnitrans' 32 routes/services, account for 59% of overall ridership despite requiring only 40% of Omnitrans revenue hours. The productivity of these routes, measured by passengers per hour, is 14.1 compared to the 9.5 systemwide average. These six routes are the sbX green line and Routes 1, 3/4, 14, 61, and 66 as seen in Exhibit 140.

Exhibit 140: Omnitrans' Core Network Map, FY2023



The sbX Green Line has planned 10-minute peak frequency. The western portion of Route 61 will become the sbX purple line also operating at 10-minute service. Enhancing service on the remaining core network (1, 3/4, 14, and 66) can positively impact the greatest number of riders of any service enhancement Omnitrans can implement. Improving the frequency from 15-minute to 10-minute on these routes will allow riders to spontaneously use the system without the need to check schedules. Additionally, these enhancements will significantly improve transfer ease between Omnitrans' busiest routes for these routes and transfer connectivity throughout the rest of the system.

Enhancing the core network service frequency to 10-minutes from approximately 6am-6pm will add 67,700 revenue hours per year at a cost of \$7.7 million per year in escalated 2026 dollars. The details of these estimates by route can be found in Exhibit 141. Omnitrans is initially seeking the core improvements on Routes 1 and 3/4 as the frequency on Routes 14 and 66 would be accomplished by implementing the limited stop service describe below in this chapter.

Exhibit 141: 10-Minute Frequency on Core Network Forecast

Route	Annual Revenue Hours	Annual Operating Cost (2026 dollars)
1	15,300	\$1,744,200
3/4	21,700	\$2,473,800
Sub-Total Route 1, 3/4	37,000	\$4,218,000
14	12,300	\$1,402,200
66	18,400	\$2,097,600
Total Core Routes	67,700	\$7,717,800

Implementation of each of these services requires 27 additional coaches at an estimated cost of \$40.2 million in 2026 dollars. Implementing the core frequency improvements along with the limited stop services would require 14 coaches and \$20.9 million in capital costs. These costs are included in Omnitrans' capital plan.

Weekend Service on sbX

Implementing weekend service on the sbX lines will expand ridership and take full advantage of the capital improvements including enhanced stations, dedicated lanes, and transit signal priority seven days per week.

There are three key reasons to implement weekend service on the sbX Green Line (Sunday) and the sbX Purple Line (Saturday and Sunday).

1. The sbX station enhancements include enhanced shelters, real-time information, security cameras, PA systems, benches, and other amenities. These are critical to customer experience and safety amenities are only used when the service is running. The majority of the bus stops on the underlying local routes do not have these amenities. Running the sbX lines on weekends allows for the use of these enhance amenities. Additionally, the operating infrastructure such as dedicated lanes and transit signal priority will be used 7-days per week enhancing travel speeds for buses and customers on weekends
2. By having the sbX lines run on weekends, customers who use the system on weekdays and weekends do not need to learn two different routes making it easier for customers to seamlessly travel
3. Generally, completely new customers to transit systems are more willing to try a new service when they are not on as tight of a schedule. This generally occurs on weekends rather than weekdays. When Omnitrans implemented Saturday service on the sbX green line, not only did Saturday ridership grow, but so did weekday ridership.

Exhibit 142: sbX Weekend Service Forecast

Route	Annual Revenue Hours	Annual Operating Cost (2026 dollars)
sbX Green Line Sunday	4,264	\$486,096
sbX Purple Line Saturday	4,368	\$497,952
sbX Purple Line Sunday	4,368	\$497,952
Total	13,000	\$1,482,000

Adding weekend service on the sbX Green and Purple Lines has no additional capital costs, only operating costs as shown above in Exhibit 142.

Limited Stop Mid-Valley Service

In FY2025, the sbX Purple Line will begin revenue service. This will have the sbX Green Line operating premium service connecting colleges/universities, hospitals, residential areas and downtown San Bernardino. The sbX Purple Line will connect residential, the Ontario International Airport, larger employers, two large shopping malls, hospitality, and a convention center in the cities Rancho

Cucamonga, Ontario, Montclair, and Pomona. Providing a high frequency, limited stop service connecting these two BRTs will maximize the effectiveness of both services, while also growing ridership on the connecting corridor.

The most logical connection between the sbX Purple Line and the Green Line is a limited stop, 10-minute service along 5th St. and Foothill Blvd. between the San Bernardino Transit Center and Victoria Gardens. Parts of this corridor has been studied multiple times such as in the:

- Systemwide Transit Corridor Plan for the San Bernardino Valley (Omnitrans, 2010)
- San Bernardino County Long Range Transit Plan (SBCTA, formerly SANBAG, 2010)
- Integrated Transit and Land Use Planning for Foothill Boulevard/5th Street Transit Corridor (SBCTA, formerly SANBAG, 2010)
- Foothill Boulevard BRT Corridor Study (City of Rancho Cucamonga, 2014)
- West Valley Connector Phase I and II Final Environmental Document (SBCTA, 2020)
- ConnectSoCal RTP/SCS (SCAG, 2020)
- Consolidation Study and Innovative Transit Review (SBCTA)

Exhibit 143: Limited Stop Mid-Valley Connector Route Map

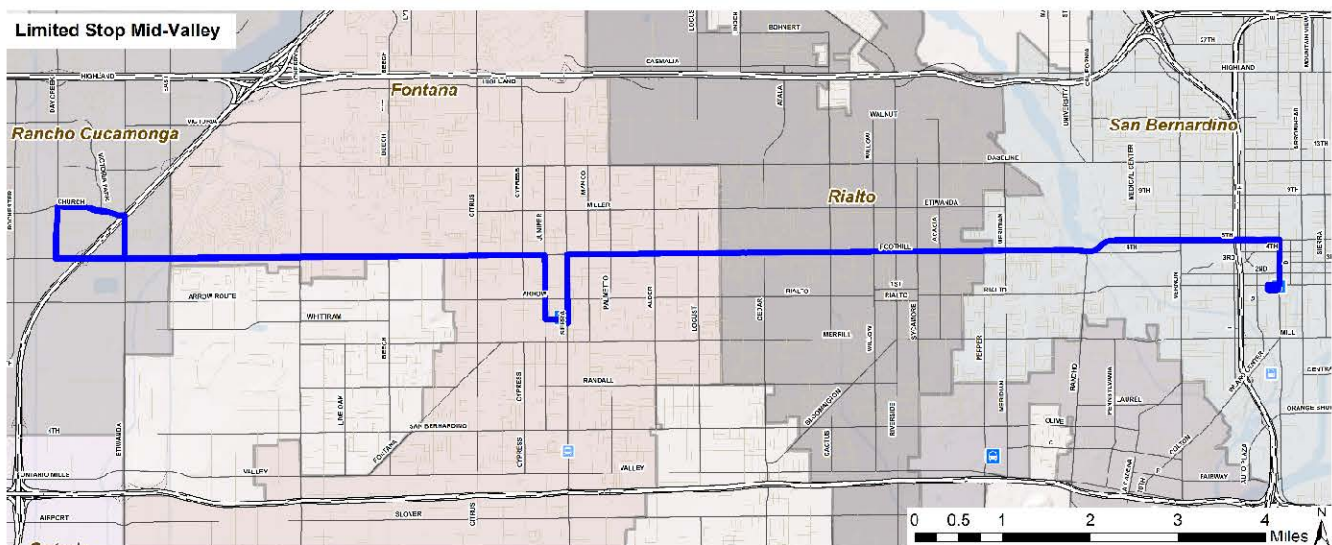


Exhibit 144: Limited Stop Mid-Valley Connector Forecast

Route	Annual Revenue Hours	Annual Operating Cost (2026 dollars)
Limited Stop Mid Valley Connector	43,000	\$4,900,000

Additionally, implementation of these services requires 16 additional coaches at an estimated cost of \$23,849,280. These costs are included in Omnitrans' capital plan.

OmniRide Services

OmniRide is a on-demand microtransit service that can provide both general public and ADA service in a limited geographic zone. Omnitrans has implemented three OmniRide services in the communities

of Chino Hills/Chino, Upland and Bloomington. The services have been effective in providing additional mobility options in these communities. Surveys have indicated that 30% of OmniRide users had not previously tried Omnitrans services. Additionally, since the OmniRide services cover a greater area than the prior fixed route shuttles that operated in the area, mobility is expanded to the broader community. In Chino Hills, Upland, and Bloomington, riders from outside of the previous catchment area account for 10%, 18%, and 2% of ridership, respectively.

Expanding the benefits of OmniRide to additional communities will enhance mobility options to our community in line with Omnitrans mission. OmniRide is best suited to communities on the periphery of Omnitrans service area. The unconstrained plan includes adding three new OmniRide programs with two peak vehicles each. OmniRide and similar services are currently eligible for grant funding and the specifics of the grant opportunities will influence where the OmniRide service will be proposed. Likely OmniRide locations include Muscoy, North Rialto/Fontana, Yucaipa, Grand Terrace, and South Ontario/Chino. Additionally, the Innovative Transit Review further identified potential OmniRide locations in North Rancho Cucamonga and Colton. Each of these locations can be seen in Exhibit 145.

Exhibit 145: Potential OmniRide Services

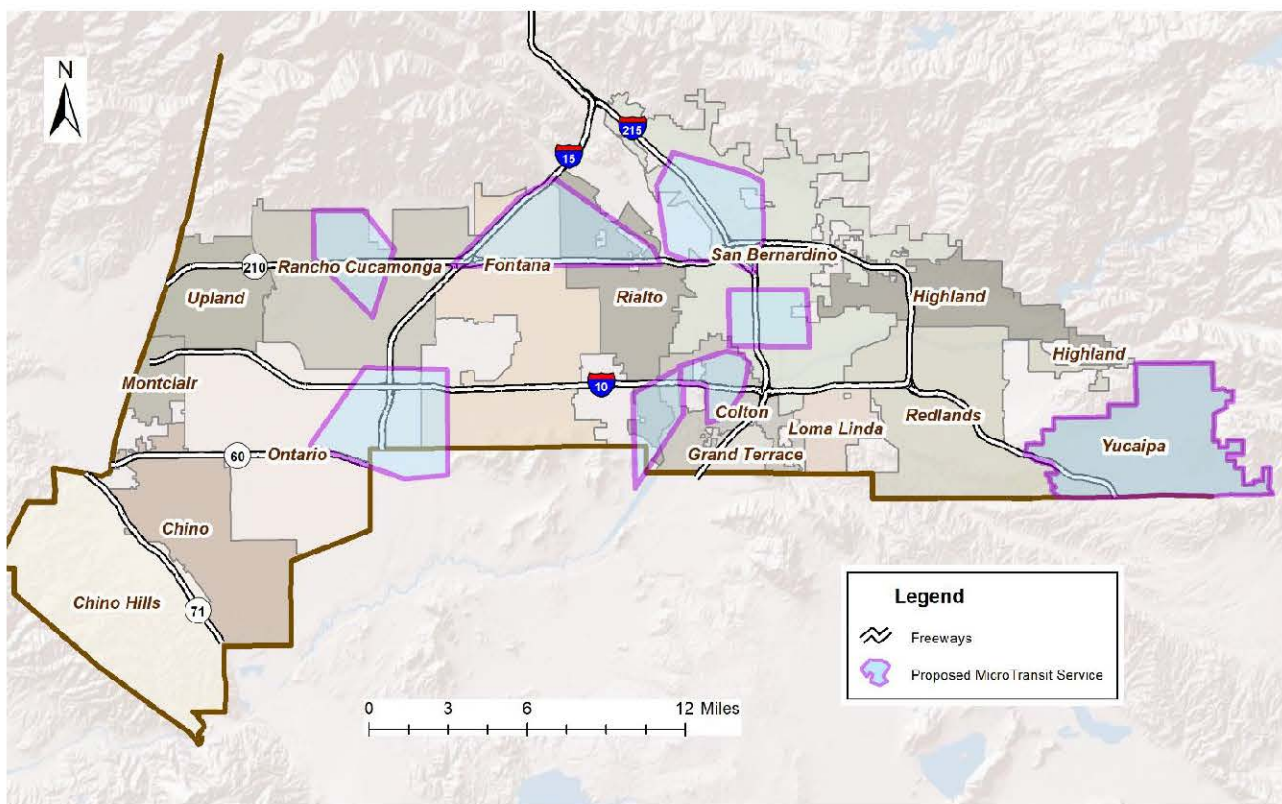


Exhibit 146: Potential OmniRide Services Forecast

Route	Annual Revenue Hours	Annual Operating Cost (2026 dollars)
OmniRide 1	7,140	\$690,667
OmniRide 2	7,140	\$690,666
OmniRide 3	7,140	\$690,666
Total	21,420	\$2,072,000

Additionally, implementation of these services requires 9 vans at an estimated cost of \$1.35 million in 2026 dollars. These costs are included in Omnitrans' capital plan.

Holiday Service

Omnitrans currently does not operate service on six holidays: New Year's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving and Christmas. The majority of Omnitrans customers are traveling to work and many of them are working in service, logistics, retail, and hospitality industries. These industries are not closed on all of these Holidays. Therefore, Omnitrans customers need to find alternate transportation on these Holidays or lose the opportunity to earn additional income by working on these days. These six closed holidays can be divided into two groups: 1) Memorial Day, 4th of July, and Labor Day where many of these industries are not only open but often busier than usual; and, 2) New Year's Day, Thanksgiving, and Christmas where these industries are often operating at reduced hours/levels. Omnitrans will seek to fund operating on three of these currently closed Holidays including Memorial Day, 4th of July and Labor Day. Omnitrans would operate Sunday service levels on these Holidays.

Adding Sunday service on three holidays would cost \$700,000 per year in escalated 2026 dollars.

Adding holiday service would have no impact on capital costs.

Haven Avenue

When developing the final alignment for the West Valley Connector/sbX Purple Line, the City of Rancho Cucamonga expressed a strong desire to see similar service frequencies on Haven Avenue that will exist on Holt Blvd. This would bring Haven Avenue service on route 81 from a 60-minute to a 15-minute route. The key points of connection on this route will be Chaffey College, Rancho Cucamonga Civic Center, Terra Vista Shopping Center, future office developments on Haven south of Foothill Blvd, East Ontario Metrolink Station, the rental car facility at Ontario International Airport and a frequent, reliable connection to the west valley connector/sbX purple line.

SBCTA has set aside funding to enhance frequency on Haven Avenue when development has occurred to support the enhancement. The City of Rancho Cucamonga has indicated that they believe this development will be in place in mid-2025 (Fiscal Year 2026). If the development occurs and SBCTA dedicates the funding, Omnitrans will propose to enhance this service into the constrained plan during the FY2026 Annual Service Plan.

Exhibit 147: 10-Minute Service on Haven Route Map

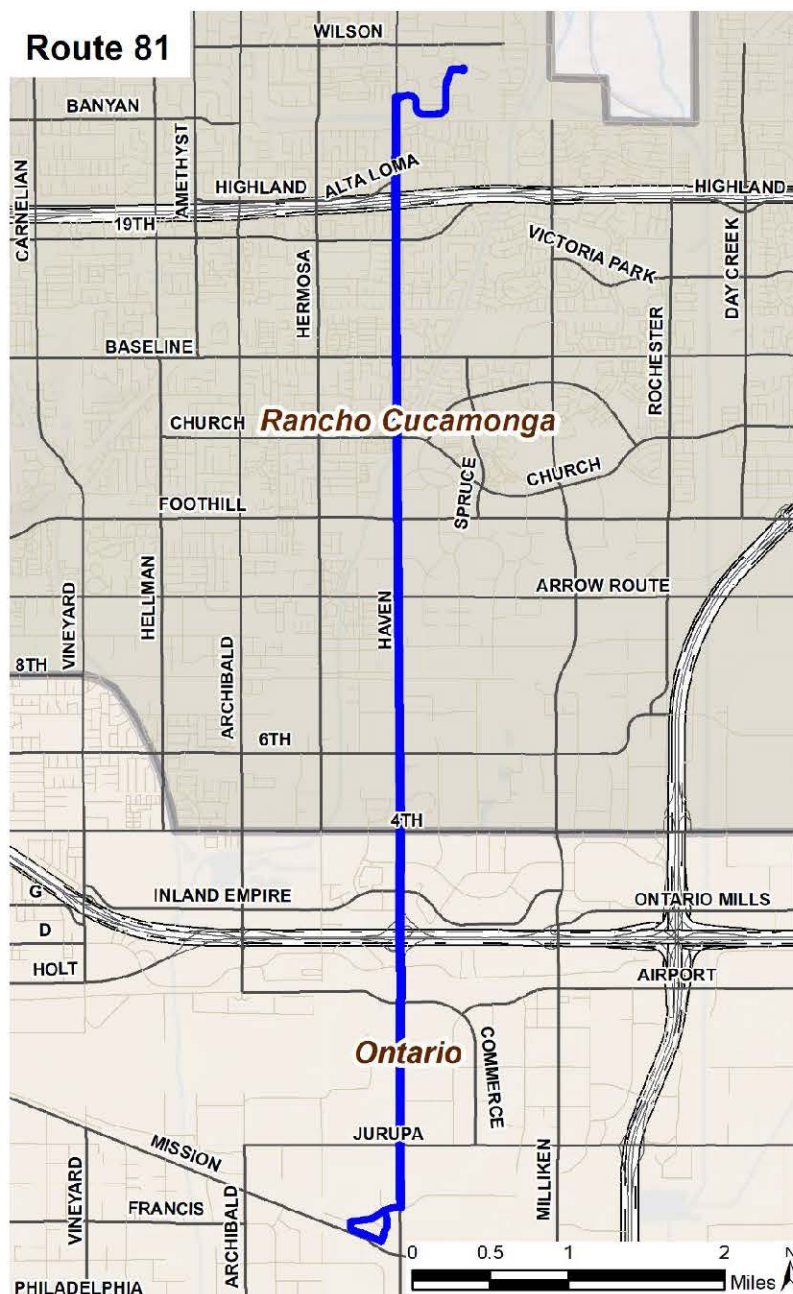


Exhibit 148: 15/30-Minute Service on Haven Forecast

Route	Annual Additional Revenue Hours	Annual Additional Operating Cost (2026 dollars)
Route 81 Frequency on Haven	11,730	\$1,830,000

The enhanced frequency on Haven would require 6 additional coaches and a cost of \$8.9 million in 2026 dollars. These capital costs are included in Omnitrans' capital plan.

Other Route Considerations

Omnitrans proposes improvements to local routes to allocate resources to the routes with the highest performance levels and opportunities for growth. The proposals also looked to improve travel speeds, directness of travel and to remove duplication of service on the same corridors to deliver more frequent service. Service design was also modified to improve reliability of service while also working to improve the transfer to high-frequency trunk routes.

Capital costs in this section are in 2026 dollars.

Route 16

Route 16 is proposed to serve Redlands, Highland, and North San Bernardino. Major destinations include Downtown Redlands and the Citrus & Mountain Grove Plazas. This route would connect Redlands to Highland with new service from the Redlands Community Hospital to the Yaamava Casino & Resort. This route would cover the eastern portions of the Route 15 on Palm Avenue to continue the connectivity from Redlands and westward to San Bernardino or Fontana. Route 16 would also have a transfer with the Route 1 which also connects to San Bernardino and Colton.

This north-south route would travel through Downtown Redlands and connect to the Arrow Rail and alternatively provide another east-west connection to San Bernardino.

Implementation of this route would be able to straighten Route 15 improving reliability of the route. Additionally, Route 15 would then be able to extend farther east into Highland as development occurs.

Exhibit 150 provides a service summary for the proposed route including the annual operating cost. In terms of capital costs Route 16 would require 8 vehicles, including spares, at \$11.2 million dollars.

Exhibit 149: Route 16 Map

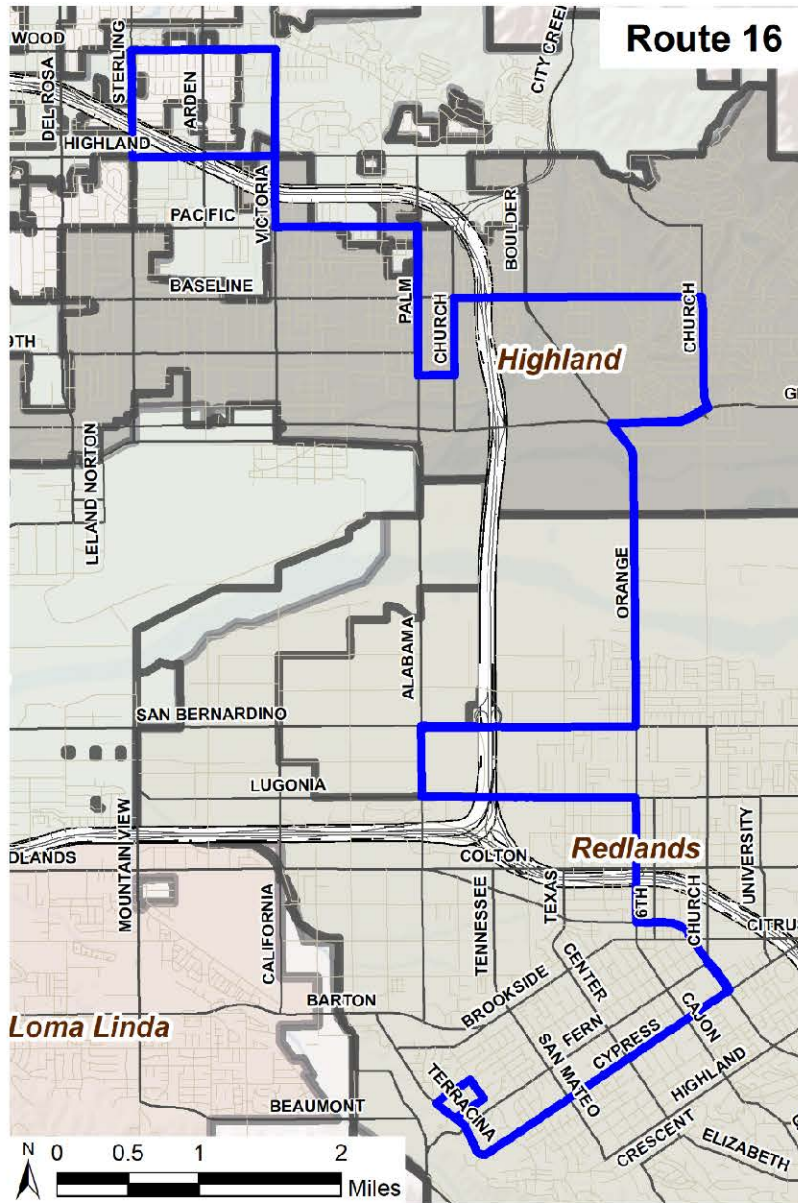


Exhibit 150: Route 16 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	7	4	4
Frequency	30	60	60
Span	5am-11pm	6am-9pm	6am-9pm
Rev. Hours			
Daily	118	54	55
Annual	31,000	2,800	2,800
Annual Total Revenue Hours	36,600		
Annual Operating Cost	\$4,172,400		

Route 60

Route 60 is proposed to serve Eastvale in Riverside County, Ontario, and Chino. The east-west route would provide a one-seat ride between the Chino Transit Center and the Eastvale Amazon Facility, the current end of the line for Route 87, where transfers to RTA Routes 3 and 29 are made. This alignment would re-add service to the Creekside community in Ontario, which was lost during the ConnectForward implementation due to poor ridership on Riverside Drive. For this reason, it is proposed that the route travel primarily along Walnut Avenue, a more developed path of travel than Riverside Drive, where the southside of road is mostly still agricultural. Route 60 would also provide service to Colony High School in Ontario and the Chino Valley Medical Center in Chino.

Exhibit 152 provides a service summary for the proposed route including the annual operating cost. In terms of capital costs Route 60 would require 3 vehicles, including spares, at \$4.2 million dollars.

Exhibit 151: Route 60 Map

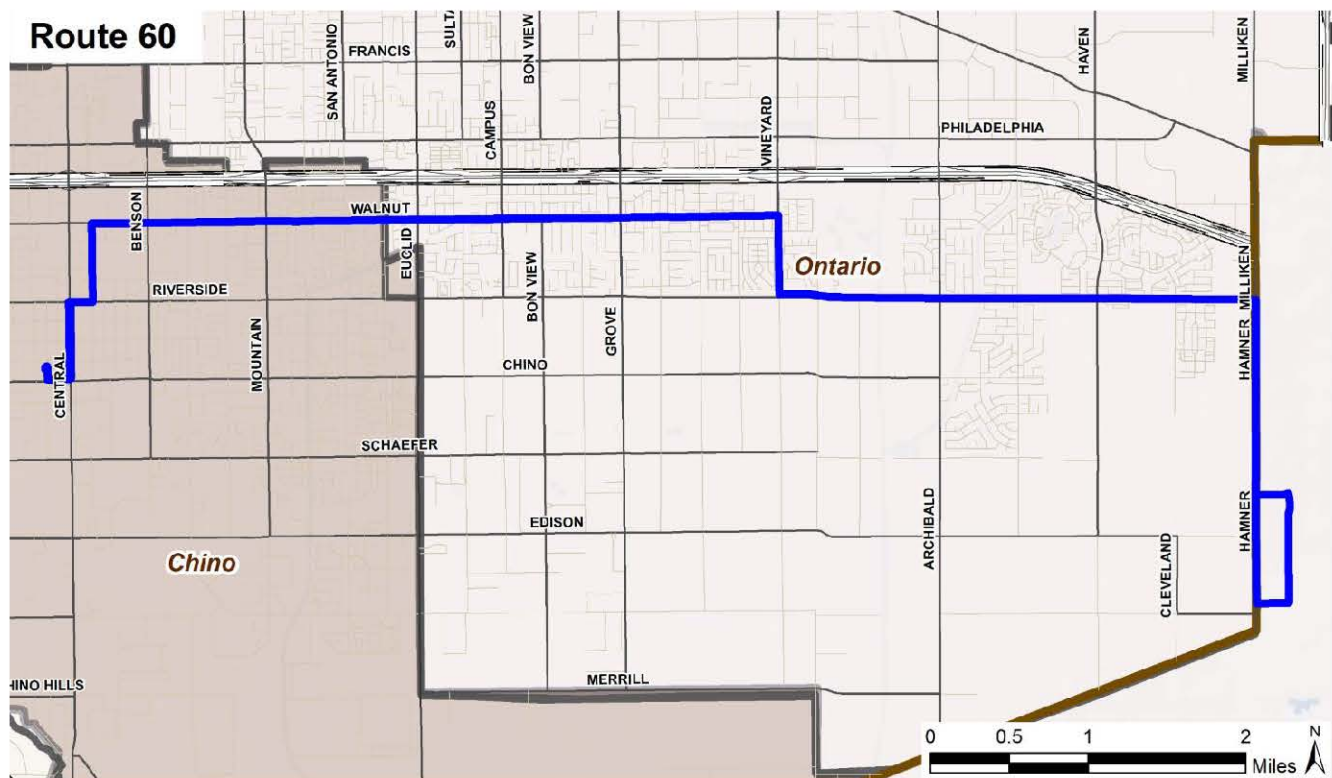


Exhibit 152: Route 60 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	2	2	2
Frequency	60	60	60
Span	5am-9pm	5am-9pm	5am-9pm
Rev. Hours			
Daily	32	32	32
Annual	8,200	8,200	8,200
Annual Total Revenue Hours	24,600		
Annual Operating Cost	\$2,804,400		

Route 83

Route 83 currently serves Upland, Ontario, and Chino. It is proposed that the route provide coverage to the Preserve, a growing community in south Chino. The route would continue to provide coverage to Downtown Upland, Downtown Ontario, the Chino Transit Center, and the Chino Chaffey College Campus. The proposed route adds coverage to the Chino Airport, a Walmart and Amazon distribution center, and to the Preserve. The route would be the first to provide service into the Preserve.

Exhibit 154 provides a service summary for the proposed route including the annual operating cost. In terms of capital costs Route 83 would require an additional vehicle.

Exhibit 153: Route 83 Map

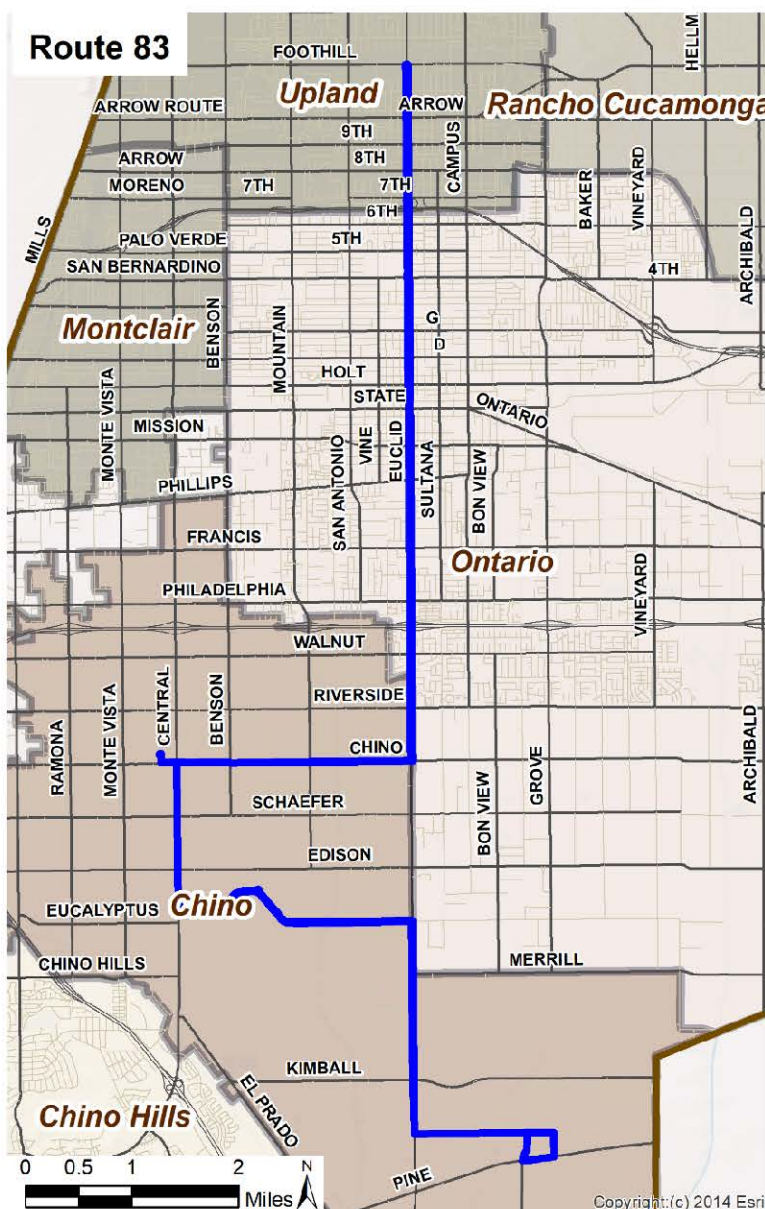


Exhibit 154: Route 83 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	5	3	3
Frequency	30/60	60	60
Span	6am-10pm	6am-9pm	6am-8pm
Rev. Hours			
Daily	60	45	42
Annual	15,400	2,350	2,200
Annual Total Revenue Hours			19,950
Annual Operating Cost			\$2,793,000
Incremental Revenue Hours			5,550
Incremental Revenue Costs			\$777,000

Route 210

Route 210 is a freeway express fixed route that travels primarily on Freeway 210. The route travels from the San Bernardino Transit Center to the Renaissance Marketplace in Rialto, to the shopping center at Sierra Lakes, and to Victoria Gardens. The purpose of this route is to connect passengers from the San Bernardino Transit Center to employment centers at three shopping centers. The route would also connect passengers from the sbX Green Line at SBTC to the sbX Purple Line at Victoria Gardens. Freeway 210 has HOV lanes that Route 210 can take advantage of faster speeds for commuters between San Bernardino and Rancho Cucamonga.

Exhibit 156 provides a service summary for the proposed route including the annual operating cost. In terms of capital costs Route 210 would require 4 vehicles, including spares, at \$5.6 million dollars.

Exhibit 155: Route 210 Map

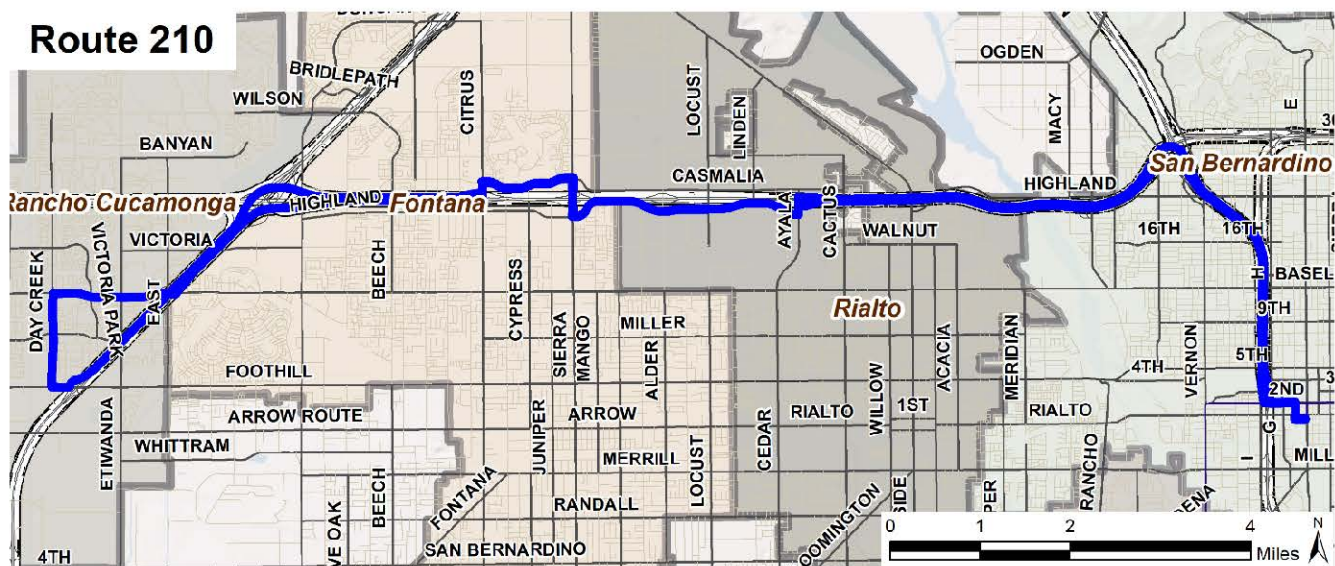


Exhibit 156: Route 210 Service Summary

	Weekday	Saturday	Sunday
Peak Vehicles	4	2	2
Frequency	30	60	60
Span	5am-10pm	5am-10pm	5am-10pm
Rev. Hours			
Daily	64	32	32
Annual	16,350	1,800	1,800
Annual Total Revenue Hours			19,950
Annual Operating Cost			\$2,274,300

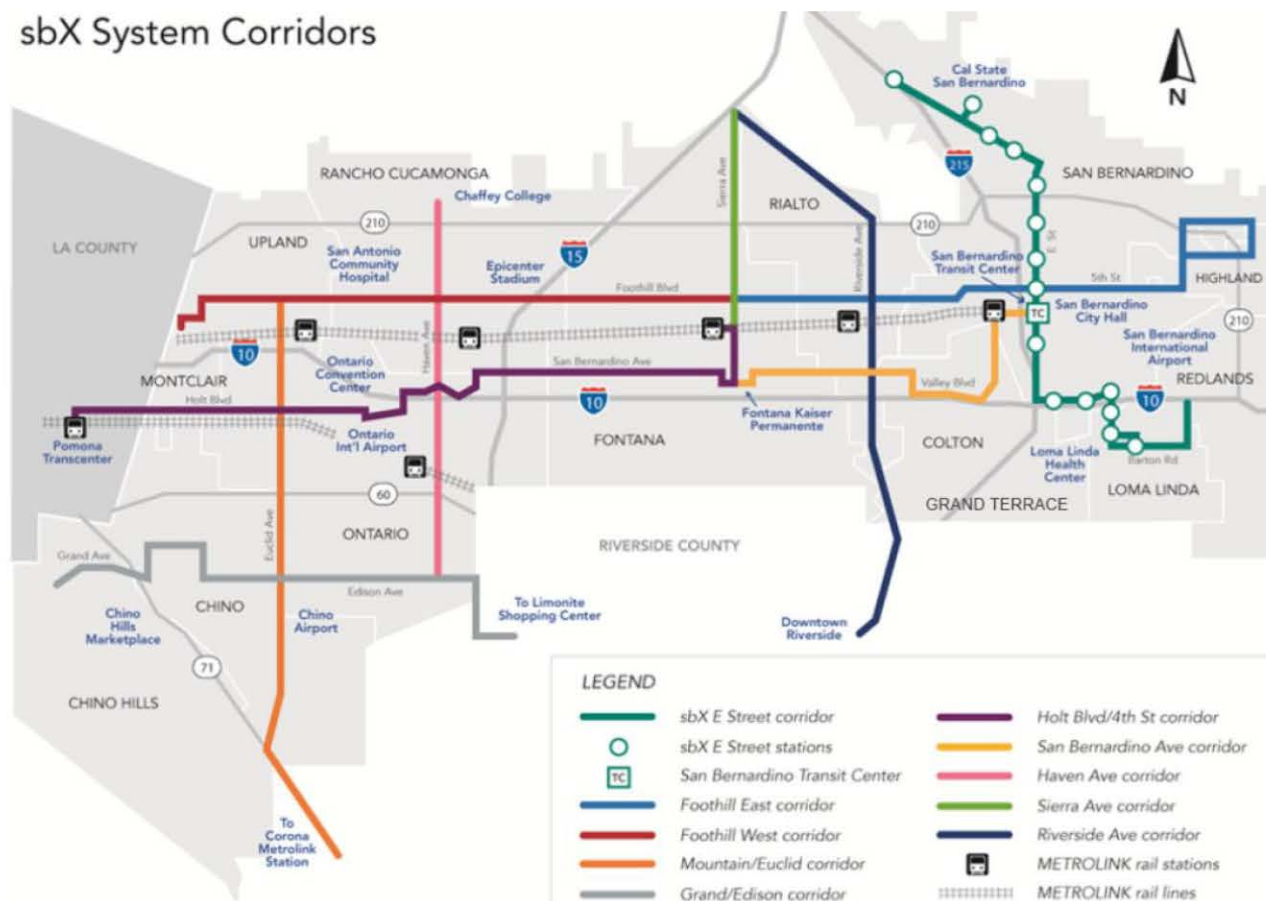
Future BRT Network

Exhibit 157 shows the sbX bus rapid transit corridors outlined in Omnitrans' 2010 System-Wide Transit Corridor Plan for the San Bernardino Valley and in the San Bernardino County Transportation Authority (SBCTA) 2010 Long Range Transit Plan. The sbX Green Line has been operational since 2014. The West Valley Connector is projected to begin service as the sbX Purple Line in mid-to-late 2025.

SBCTA has initiated the Long-Range Multimodal Transportation Plan which will review and potentially modify these future BRT corridors. Long-term Omnitrans and SBCTA will continue to partner to deliver additional BRTs once the plan is completed.

Exhibit 157: Omnitrans Proposed sbX BRT Corridors, 2010

sbX System Corridors



Additional Service Span

Omnitrans' customers utilize our service for many reasons with the top two being access to employment opportunities and education. These reasons often do not conform to a standard 9am-5pm workday. As the logistics, hospitality and retail sectors have continued to grow in the Inland Empire, so too has demand for transit earlier in the morning and well into the night. Omnitrans minimum service span on weekdays is from 6am-9pm, on Saturday it is 7am-9pm and on Sunday it is 7am-7pm. While most of Omnitrans' routes operate beyond these minimum levels expanding service hours would allow Omnitrans to better meet the needs of these workers and students.

In particular, Omnitrans' customers have requested through public commentary the need for longer span, as mentioned in the Public Outreach chapter. Expanding service hours to 11pm Monday through Saturday and to 10pm on Sundays would cost an additional \$5.0 million per year in escalated 2026 dollars.

Tunnel to Ontario International Airport

Ontario International Airport (ONT) has been the fastest growing commercial airport in the U.S. Passenger volume is expected to grow by 15 to 30 million annual passengers by 2040. In order to accommodate and facilitate this growth, multiple, frequent, convenient and reliable public transit options to ONT are needed. Locally, the West Valley Connector/sbX Purple line will provide connections. However, a direct, non-stop connection between Metrolink and ONT may provide the greatest potential to draw passengers to ONT from throughout Southern California.

San Bernardino County Transportation Authority (SBCTA) and Southern California Association of Governments (SCAG) have completed multiple studies focused on connecting Los Angeles County, primarily the San Gabriel Valley, to ONT. These Studies include the Ontario Airport Rail Access Study (2014), the Hybrid Rail Service Plan for San Bernardino-Los Angeles Corridor (2018) and the Los Angeles and San Bernardino Inter-County Transit and Rail Connectivity Study (2018), among others.

Following these studies, SBCTA has begun environmental clearance and design on a subsurface transit connection between the Cucamonga Metrolink Station and ONT terminals. SBCTA has developed a funding plan for the tunnel and is working to secure grant funding.

Omnitrans is the planned oversight agency for Operations and Maintenance of the tunnel service. The service will be provided in a zero-emission, rubber tire, fully autonomous vehicle. It is currently planned that the provision of the service by Omnitrans will be performed by a contractor, that will initially be procured as part of a Design Build Operate Maintain (DBOM) contract awarded by SBCTA.

Omnitrans will be responsible for providing the service and maintaining the vehicles through the contractor, providing customer service, setting service standards, setting fare policy, collecting fares, advertising the service, and reporting of performance. Maintenance of the tunnel itself will be through other mechanisms as approved by SBCTA.

The capital costs associated with the Tunnel to ONT are part of an SBCTA project and outside of the purview of this SRTP. The annual O&M costs are being developed by SBCTA's consultant HNTB. Since

vehicle selection has not yet occurred and the technology has not been finalized, Omnitrans' is placing a to be determined (TBD) value for the cost of O&M in the unconstrained plan of this SRTP.

Summary of Unconstrained Plan

Collectively, these operating elements of the Unconstrained Plan have a total annual operating cost of \$34.7 million escalated to FY2026 dollars. The breakdown of these by service type is shown in Exhibit 158.

Exhibit 158: Unconstrained Plan Operating Costs

	Unconstrained Plan Operating Costs (2026 dollars)
Frequency on the Core Network	
Routes 1, 3/4	\$4,218,000
Routes 14, 66	\$3,499,800
Total	\$7,717,800
Weekend Service on sbX	\$1,482,000
Limited Stop Mid-Valley Service	\$4,900,000
Additional OmniRide Services	\$2,072,000
Haven Avenue Frequency	\$1,830,000
Holiday Service	\$700,000
Other Local Routes	\$10,028,100
Future BRT Network	TBD
Additional Service Span	\$5,000,000
Tunnel to Ontario International Airport	TBD
Grand Total	\$33,729,900

Additionally, several of these services require additional vehicles which has an associated capital cost. These costs are summarized in Exhibit 159.

Exhibit 159: Unconstrained Plan Capital Costs

	Unconstrained Plan Capital Costs (2026 dollars)
Frequency on the Core Network	
Routes 1, 3/4	\$20,900,000
Routes 14, 66	\$19,300,000
Total	\$40,200,000
Weekend Service on sbX	\$-
Limited Stop Mid-Valley Service	\$23,800,000
Additional OmniRide Services	\$135,000
Haven Avenue Frequency	\$8,900,000
Holiday Service	\$-
Other Local Routes	\$7,000,000
Future BRT Network	TBD
Additional Service Span	\$-
Tunnel to Ontario International Airport	SBCTA Project
Grand Total	\$80,035,000

Also, as described in the Financial Plan, Omnitrans will seek funding for additional zero emission bus infrastructure including a hydrogen fuel property and solar/battery storage which have a cost of approximately \$3 million and \$20 million, respectively.

CONSOLIDATED TRANSPORTATION SERVICES AGENCY

San Bernardino County Transportation Authority (SBCTA) designated Omnitrans as the Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley in 2016. As the designated CTSA for the San Bernardino Valley, Omnitrans can allocate Measure I CTSA funds for both the operation of directly managed programs and financial support community transportation programs for seniors and individuals with disabilities operated by JPA members or non-profit organizations. Omnitrans' annual CTSA budget must be approved by both the Omnitrans and SBCTA Board of Directors each year.

Directly Managed CTSA Programs

Directly managed CTSA programs include:

- **Travel Training** provides one-on-one or group assistance to seniors and individuals with disabilities and helps them learn to ride the Omnitrans bus system for the first time. The program is free to participate in and is available to qualifying individuals who reside in the Omnitrans service area. The Travel Training program gives participants the information and skills to ride the bus with confidence and take advantage of its benefits. Travel training was suspended during the pandemic but is expected to resume in late FY2023.
- **Transportation Reimbursement Escort Program (TREP)** provides mileage reimbursement (\$0.40/mile up to \$80 per month) for individuals with disabilities who cannot use public transportation and rely on others to drive them for transportation. Participants choose their own driver, usually a family member, friend, neighbor, or caretaker. The reimbursement offsets the cost associated with providing transportation.
- **UBER Ride** is a subsidy program for seniors and individuals with disabilities to use Uber. The subsidy is up to \$15 per trip up to 15 trips per month. Program participants must reside in the San Bernardino Valley and the trips origin or destination must be within the San Bernardino Valley.
- **Taxi Ride** is a subsidized voucher program for seniors and individuals with disabilities to use taxis within the San Bernardino Valley. Participants pre-purchase monthly vouchers up to \$150 per month, and Omnitrans matches the cost.
- **Mobility Services and ADA Paratransit Eligibility and Certification** is performed by the Mobility Services department to best match seniors and individuals with disabilities with the services that best meet their needs.

The Mobility Services Department provides partial funding for on-demand services that enhance mobility for seniors and individuals with disabilities. Omnitrans' OmniRide service improves upon mandated Americans with Disabilities Act (ADA) complementary paratransit service. In addition to general public microtransit service that pickup at designated virtual stops, OmniRide provides specific origin/destination pickups and covers the entire community served, which is beyond the required $\frac{3}{4}$ - mile ADA boundary that governs OmniAccess. Additionally, OmniRide provides OmniAccess riders with

same-day origin/destination service within the OmniRide zone, where OmniAccess requires an advanced reservation at least one-day in advance. Because of these service features, OmniRide enhances ADA service beyond the minimum requirements in line with the MSI ordinance for CTSA funds. As such, the entire OmniRide program is not eligible for MSI CTSA funding. However, the proportion of OmniRide costs commensurate with the ADA, senior and disabled ridership share is eligible. This is equivalent to one-third of the overall OmniRide cost per year. This share needs to be revalidated each year based on ridership levels.

In order to reduce transportation costs for seniors and individuals with disabilities, Mobility Services also provides a fare subsidy for OmniRide. Qualified individuals OmniRide fares are reduced by 50% which make the OmniRide senior and disabled fare inline with fixed route service instead of the higher premium fare for OmniRide.

Regional Mobility Partnership Program

The core purpose of the Regional Mobility Partnership (RMP) programs is to coordinate transportation with health and human services providers. By doing this, transportation funds from transit and from the health and human services providers can be leveraged together to provide the highest quality service for eligible participants. Additionally, by coordinating transportation with the primary service provider for these eligible clients, the scheduling and flexibility of services can better match the core service provided.

The RMP program provides funding to develop and support ongoing operations of programs that provide transportation services to seniors and individuals with disabilities throughout the San Bernardino Valley. Participation in the RMP is contingent upon maintaining Measure I eligibility by serving demographics identified in the Measure I ordinance, maintaining a Service Plan, entering into a cooperative funding agreement, and strict adherence to the funding and reporting guidelines. Guidelines were established and Board approved March 2020 to create a strategy for Measure I fund distribution as well as provide guidance to the staff of the participating agencies.

Call for Projects

JPA members and non-profit organizations can join the RMP program through Omnitrans biennial call for projects. Projects are required to fulfill goals outlined in the Public Transit-Human Services Transportation Coordination Plan for San Bernardino County to be eligible for Measure I CTSA funding. Currently, Omnitrans has provided funding and continued support to twelve community organizations as shown in Exhibit 160. Descriptions of the services provided by these partners can be found in the Our Services Chapter in Exhibit 29.

Exhibit 160: Regional Mobility Partner Funding Commitments

RMP Partners	FY23 Operating	FY23 Capital	FY24 Operating	FY24 Capital	Total
Anthesis	\$322,040	\$234,000	\$350,000	\$0	\$906,040
City of Chino	\$113,157	\$0	\$116,217	\$0	\$229,374
City of Grand Terrace	\$86,965	\$46,800	\$86,738	\$0	\$220,503
City of Ontario	\$247,791	\$180,000	\$247,791	\$0	\$675,582
City of Rialto	\$83,039	\$145,702	\$165,973	\$83,280	\$477,994
City of Yucaipa	\$128,198	\$108,000	\$124,048	\$0	\$360,246
Community Senior Services	\$164,528	\$0	\$181,582	\$0	\$346,110
Foothill Aids Projects	\$169,828	\$0	\$174,988	\$0	\$344,816
Highland Senior Center	\$52,082	\$46,260	\$46,082	\$0	\$144,424
Loma Linda University Medical Center ADHS	\$75,000	\$0	\$75,000	\$0	\$150,000
Lutheran Social Services of Southern California (LSSSC) (Formally CCLM)	\$55,000	\$94,500	\$55,000	\$0	\$204,500
OPARC	\$164,000	\$202,500	\$169,000	\$148,500	\$684,000
Total	\$1,661,628	\$1,057,762	\$1,792,419	\$231,780	\$4,743,589
Annual Total	\$2,719,390		\$2,024,199		\$4,743,589

These existing partners have the opportunity to continue their programs through a simplified application process so long as they continue to provide eligible services, have reasonable cost escalation, meet reporting requirements and have been deemed low risk during their annual site visits.

Expanding the RMP program is based on applications to the biennial call for projects. Omnitrans is currently scheduled to issue a new call for projects at the end of 2023 with awards scheduled for Spring of 2024 for programs starting in summer 2024. This would continue every two years with anticipated future awards occurring in spring 2026, 2028 and 2030.

As Omnitrans has just completed its first full cycle within the RMP program ranging from award, two years of funding issued and agreement to continue these programs, Omnitrans is in the process of completing a review of the program criteria and procedures to ensure effectiveness and consistency.

Future CTSA Programs

Omnitrans works to expand the RMP program through the call for projects. Omnitrans is also working to expand the directly operated services.

Resuming and Expanding Travel Training

During the pandemic, Omnitrans ceased travel training for the safety of the travel trainers and clients that need to be trained. Omnitrans is working to reimplement travel training in early 2023. Additionally, Omnitrans has begun to identify OmniAccess customers whose typical trip could be accomplished by one fixed route boarding and have the capability to travel independently. Omnitrans will actively reach out to these customers to offer travel training.

Evaluating Fare Subsidies

Seniors and individuals with disabilities are often on fixed incomes and identify cost as a primary barrier to transportation. As the Measure I CTSA program generates more revenue than current costs for directly managed programs and RMP programs, Omnitrans is evaluating expanding the OmniRide S&D fare subsidy to other programs. This is in line with the Public Transit-Human Services Transportation Coordination Plan of San Bernardino County.

Technology Enhancements

In order to build upon travel training, mobility services will evaluate wayfinding technology specifically for seniors and individuals with disabilities. This will include enhancements to mobile technology and at key facilities. Additionally, as some seniors and individuals with disabilities have issues utilizing the technology that supports programs like Uber Ride, Mobility Services will evaluate opportunities to implement voice options for these services.

Supporting Other Innovative Services

As Omnitrans seeks to expand OmniRide to additional zones, Mobility Services will seek opportunities to ensure OmniRide provides for services that go beyond the ADA mandate.

FARE POLICY

Omnitrans' Fare Policy sets the fare (price) for all services that Omnitrans offers. This includes any discounts for prepaid passes (i.e., daily, weekly, monthly), or bulk purchases and the parameters for other fare offerings such as Go Smart.

Omnitrans' fare policy is set by the Board of Directors through approval of this SRTP. Each actual fare change is approved and implemented following the approval of each year's Annual Management Plan.

Fare policies at Omnitrans and all transit agencies are designed based on an understanding of the tradeoffs inherent in setting fares. These tradeoffs require a balance between the desire to increase ridership, increase fare revenue, and increase service offerings, while keeping the fare reasonable for the rider and keeping the public subsidy reasonable for taxpayers.

Another key tradeoff is between the frequency and size of successive fare changes. Omnitrans' experience is that a fare increase of every three to four years, based on financial needs, balances this tradeoff best. More frequent changes can be smaller but leave riders with the perception of being nicked and dined with increases. Too frequent increases also have each increase occurring before ridership levels recovered from previous increases. This can lead to a plateau or decline in ridership. Conversely, infrequent but large fare increases cause some financial instability for the agency and leave riders with a sense of shock at each increase.

Fare Policy Requirements

Omnitrans must comply with federal, state, and local regulations when setting and changing fares. Five of these criteria drive Omnitrans' fare policy:

- **Farebox Recovery Ratio:** California's Transportation Development Act (TDA) requires that transit fares and local fare subsidies cover a minimum of 20% of operating costs for general public fixed-route service and cover 10% of operating costs for ADA paratransit services.
- **Half Fare:** To receive FTA §5307 formula funding, a transit agency must provide seniors, disabled persons and Medicare recipients with an off-peak fare that is no greater than half of the full fare during the peak period. Given Omnitrans' flat fare structure by time of day, this means that the senior/disability/Medicare fare must be no more than 50% of the full fare. {49 CFR § 5307(d)(1)(D)}
- **Access Fares:** The maximum fare for ADA complementary paratransit service (OmniAccess) is two times the regular base fare on general public fixed route service. {49 CFR § 37.131}
- **Fare Equity:** Title VI of the Civil Rights Act of 1964 requires that when transit agencies change fares, the change does not place a disproportionate impact on low income or minority individuals without ensuring that any disparate impact is mitigated. Fare changes must be evaluated in a fare equity analysis while being planned and prior to being approved.
- **Measure I:** Senior and disabled rider fares on fixed route and paratransit are offset by a Measure I-funded fare subsidy. This subsidy has a two-fold purpose: 1) help fund the half-fare

and two-times fare mandates discussed previously; and, 2) provide fare relief to the senior and disabled populations. Currently, Measure I provides a \$0.05 to \$0.25 fare subsidy depending on service and exact fare purchased.

Fare Goals

Setting fares is a crucial component of establishing an agency's place in the market. While ridership levels are determined primarily by the demographic, land use and density traits of a community, these are outside of a transit agency's control. Fares, along with the quality and time-competitiveness of the service offered, are a key element within an agency's control that can influence overall ridership levels.

Increasing ridership and increasing fare revenue through appropriate fare choices are counterbalancing goals. An increase in fare will generally reduce ridership and increase fare revenue simultaneously because ridership does not typically fall by as much as the fare increases (transit fares are own-price inelastic).

The stated SRTP goals related to fares are:

- Maximize cost recovery while charging a fair fare
- Build ridership while maximizing revenue
- Price fares so that passengers pay a reasonable amount and Omnitrans achieves system-wide farebox recovery targets
- Maintain ease of understanding, ease of use, enforcement, and customer convenience of the fare structure and ensure fare media are recognizable and durable
- Provide fare media options that meet rider needs
- Promote regional integration
- Minimize boarding times through fare technology and media options
- Provide for regular fare structure reviews and adjustments

The goals provide specific guidance in determining the fare policy for FY2023-FY2030. The proposed fares strive to reach fare revenue and farebox recovery goals.

Fixed Route Fares

Exhibit 161 describes Omnitrans' proposed fixed route fare structure through FY2030. Fare increases are proposed for FY2026 and FY2029. Other than specific fares, no fare policy was changed.

Exhibit 161: Proposed Fixed Route Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Cash/Ticket Fares										
Full-Fare	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.25	\$2.25	\$2.25	\$2.50	\$2.50
Senior/Disability/ Medicare/Veteran	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$1.00	\$1.00	\$1.00	\$1.10	\$1.10
Cash/Ticket Fares (10-Pack)										
Full-Fare	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$20.25	\$20.25	\$20.25	\$22.50	\$22.50
Senior/Disability/ Medicare/Veteran	\$8.50	\$8.50	\$8.50	\$8.50	\$8.50	\$9.50	\$9.50	\$9.50	\$10.50	\$10.50
Day Passes(Single)										
Full-Fare	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.50	\$6.50	\$6.50	\$7.00	\$7.00
Senior/Disability/ Medicare/Veteran	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$3.00	\$3.00	\$3.00	\$3.25	\$3.25
Day Passes(10-Pack)										
Full-Fare	\$54.00	\$54.00	\$54.00	\$54.00	\$54.00	\$59.00	\$59.00	\$59.00	\$63.00	\$63.00
Senior/Disability/ Medicare/Veteran	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$27.00	\$27.00	\$27.00	\$30.00	\$30.00
7-Day Passes										
Full-Fare	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$23.00	\$23.00	\$23.00	\$26.00	\$26.00
Senior/Disability/ Medicare/Veteran	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$11.00	\$11.00	\$11.00	\$13.00	\$13.00
Youth	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$17.00	\$17.00	\$17.00	\$20.00	\$20.00
31-Day Passes										
Full-Fare	\$60.00	\$60.00	\$60.00	\$60.00	\$60.00	\$70.00	\$70.00	\$70.00	\$80.00	\$80.00
Senior/Disability/ Medicare/Veteran	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
Youth	\$45.00	\$45.00	\$45.00	\$45.00	\$45.00	\$53.00	\$53.00	\$53.00	\$60.00	\$60.00
Average Fare	\$1.20	\$1.20	\$1.20	\$1.20	\$1.20	\$1.32	\$1.32	\$1.32	\$1.44	\$1.44
GoSmart										
GoSmart	The Go Smart fare is a pre-negotiated fare for all riders that attend a partner university, college, trade/technical school, or high school, or work at a partner employer. Participants must have an active, valid Omnitrans-compatible ID card as proof of fare.									
Free Fares										
Children	Height < 46”; limit 2 free per fare-paying rider.									
Personal Care Attendant	Accompanying an ADA Rider.									
Transit Agency Employees	Omnitrans and RTA Employees and family with Employee/Family ID; OCTA, LA Metro and Foothill Transit Employees with Employee ID.									
Promotional Fares	Free or reduced fares for promotional efforts may be authorized by the Director of Marketing & Communications, the CEO/General Manager or the Board of Directors in accordance with their purchasing authority levels. Promotional fares shall be made available on a limited time basis only. Free or reduced fares cannot be provided for ongoing use by any group or organization as this would circumvent the fare policy. Special event free-ride vouchers for community organizations shall be limited to no more than two events per year.									
Regional Transfers										
OmniRide Transfer	Free with a valid OmniRide ride.									
Metrolink Transfer	Free to rider; SCRRA pays one base fare for two boardings with a MetroLink ticket/pass. A one-way Metrolink ticket can be used leaving a Metrolink station. A round trip Metrolink ticket or pass may be used to/from a Metrolink station. RCTC pays an additional half									
RTA Transfer	Omnitrans accepts valid RTA passes as a one-ride transfer at a point of contact. RTA reciprocates for local service and a \$1.50 charge for CommuterLink.									
Beaumont Transit Transfer	Omnitrans accepts current valid Beaumont Transit Passes as a one-ride transfer at a point of contact. Beaumont Transit reciprocates except offers a discount on commuter link.									
VVTA Transfer	Omnitrans accepts current valid VVTA Transit Passes as a one-ride transfer at a point of contact. VVTA offers a discount on BV Link passes.									
Foothill Transit Transfer	Omnitrans accepts current valid Foothill Transit Passes as a one-ride transfer at a point of contact. Foothill Transit reciprocates.									
Sunline Transit Transfer	Omnitrans accepts current valid Sunline Passes as a one ride transfer at a point of contact. Sunline reciprocates.									
Measure I Subsidy										
On Board S&D	\$0.10 per boarding									
Outlet S&D	\$0.05 per boarding									

Fixed route fares apply to sbX Bus Rapid Transit, Local, Express and Community Circulator routes. Omnitrans has proposed keeping fixed-route fares consistent amongst classes of fixed-route service to maintain fare simplicity for the rider.

For fixed route fares, the fare categories are defined as follows:

- Senior: 62 years of age and older that can be proven with a birth certificate, driver's license, D.M.V. ID card or a social security Medicare card.
- Disability/Medicare: Individuals can qualify if they can present: a C.A letter confirming 50% disability, D.M.V. Disability Placard receipt, Social Security insurance award letter, Omnitrans physician statement form, or Medicare card.
- Youth: An individual 18 years of age or younger who is not already covered by the children free fare. D.M.V. ID or high school ID may be required.

For senior/disability/Medicare fares, Omnitrans offers specific ID Cards rather than requiring this information at the time of boarding.

OmniAccess Fares

OmniAccess is the complementary paratransit service required by the Americans with Disability Act (ADA). As described in the Fare Policy Requirements, OmniAccess fares are governed by a mandate that fares cannot exceed two times the base fare for fixed route service.

Exhibit 162 shows Omnitrans' proposed OmniAccess fares. There are no changes to policy, other than the proposed fare increases scheduled for FY2026 and FY2029. These changes are designed to remain consistent with the two times base fare requirement minus the \$0.25 fare subsidy provided by Measure I.

OmniAccess riders must have met ADA eligibility requirements prior to riding.

The OmniAccess fare covers the ADA-eligible rider, and each OmniAccess rider may transport up to two children at no additional cost. An ADA-qualified Access rider may have a Personal Care Attendant (PCA) accompany them at no charge. If space permits, a qualified OmniAccess rider may bring companions along; however, the companions are required to pay full OmniAccess fare.

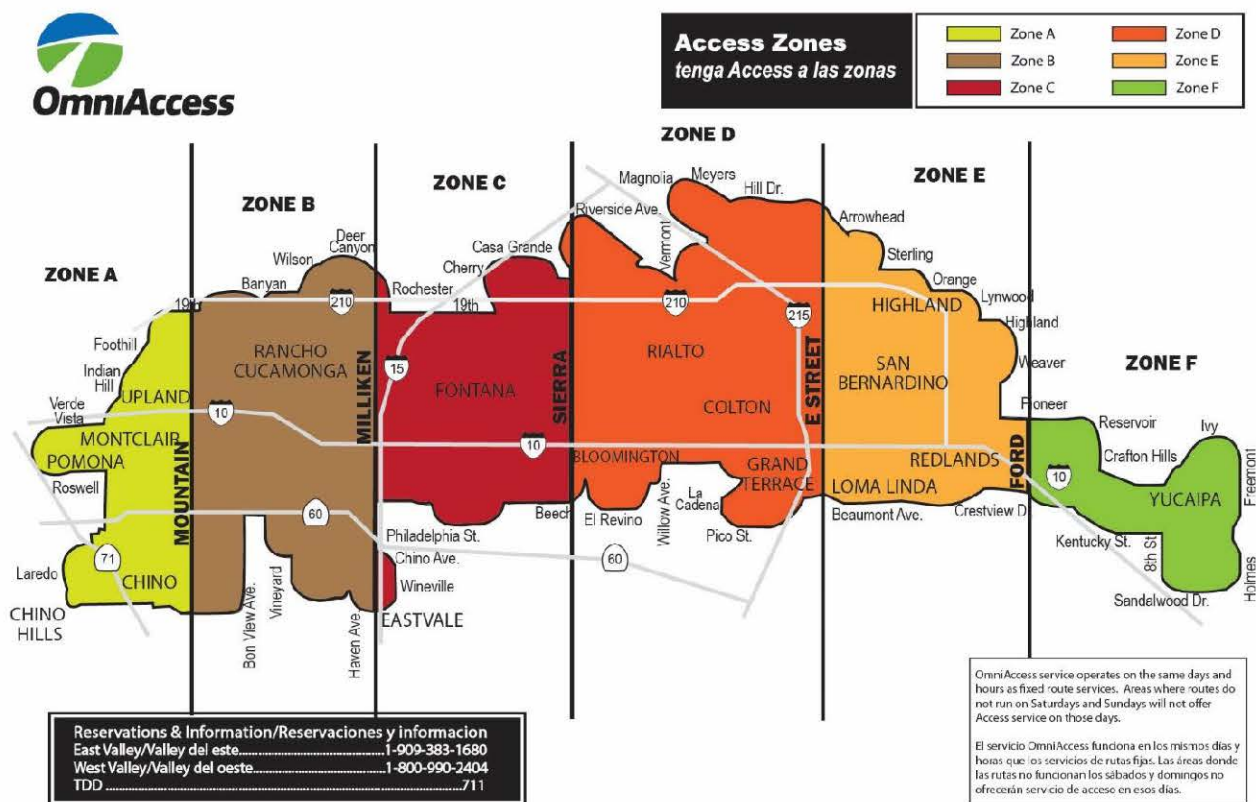
OmniAccess fares are based on the number of zones traveled. The base fare covers 1-3 Zones, which is a distance comparable to the longest routes in Omnitrans' fixed route network. The OmniAccess zone map is shown in Exhibit 163.

OmniAccess service is provided within a ¾-mile area around each Omnitrans fixed route.

Exhibit 162: Proposed OmniAccess Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OmniAccess Fares										
1-3 Zone Cash/Ticket	\$3.75	\$3.75	\$3.75	\$3.75	\$3.75	\$4.00	\$4.00	\$4.00	\$4.25	\$4.25
Each Additional Zone	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Average Fare	\$3.75	\$3.75	\$3.75	\$3.75	\$3.75	\$4.69	\$4.69	\$4.69	\$5.20	\$5.20
Free Fares										
Personal Care Attendants (PCA)	Accompanying an ADA Rider									
Children	Height < 46"; limit 2 per fare paying riders.									
Measure I Fare Subsidy										
Fare Subsidy	\$0.25 per boarding									

Exhibit 163: OmniAccess Service Area Map and Zone Map, FY2023



OmniRide Fares

Exhibit 164 provides the proposed fare structure for OmniRide, Omnitrans' microtransit service.

As part of the FY2023 Annual Service Plan, the Board of Directors approved a fare reduction for seniors, people with disabilities, Medicare, or veteran customers using OmniRide services by utilizing Measure

I CTSA funds for the subsidy. This is an appropriate use of CTSA funds as it expands mobility options for seniors and individuals with disabilities. The annual cost for this subsidy is under \$10,000 per year and can be absorbed by remaining unallocated funds from the Regional Mobility Program call for projects.

Exhibit 164: Proposed OmniRide Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OmniRide Fares (per ride)										
Regular	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.50	\$4.50	\$4.50	\$5.00	\$5.00
Senior/Disability/ Medicare/Veteran	\$2.00	\$2.00	\$1.00	\$1.00	\$1.00	\$1.15	\$1.15	\$1.15	\$1.30	\$1.30
Average Fare	\$2.48	\$2.48	\$2.48	\$2.48	\$2.48	\$2.79	\$2.79	\$2.79	\$3.10	\$3.10

Long-Term Fare Strategy

In addition to the specifics of the current and proposed fare policy and fare changes described above, Omnitrans anticipates monitoring and potentially implementing other changes to overall fares during this SRTP period.

Omnitrans will monitor developments in the areas of:

- **Open-Loop Fare Payments**, which is effectively the ability to take credit cards directly on board at the farebox without an intermediary technology like mobile payment.
- **Cashless On-Board Payment**, which would restrict acceptance of cash to transit centers and pass sales outlets to support the dual objectives of increasing travel speeds by reducing dwell time and reducing cash handling expense.
- **Fare Free Transit Initiatives**, which have ranged through the industry from targeted free ride programs for students like Omnitrans' pilot program called "Free Fares for School" to systemwide free fare initiatives.
- **Ticket Vending Machine (TVMs) trends**, which have varied from installing more TVMs to eliminating TVMs as mobile ticketing has become more common.
- **Fare technology upgrades**, Omnitrans current fareboxes are reaching end of life and will soon no longer be supported by the manufacturer. In order to implement open-loop fare payments and likely to go cashless, Omnitrans would need to upgrade its fare technology or alternatively, going fare free would eliminate the need. Omnitrans will monitor the developments of alternative fare technology to recommend the appropriate course of action.

Over the next few years, Omnitrans will seek funding to support a transition to open-loop fare payments and by either utilizing the California Integrated Travel Project (Cal-ITP) model including state contracts or other payment technology modeled off of and coordinated with Cal-ITP.

TITLE VI FARE AND SERVICE EQUITY ANALYSES

As a recipient of federal funding under the Federal Transit Administration's (FTA's) guidelines, Omnitrans is required to report at least triennially on compliance with Title VI requirements. These requirements are outlined in the FTA Circular FTA C 4702.1B, dated October 1, 2012. These requirements are set forth in Section 601 of Title VI of the Civil Rights Act of 1964, which states that no person will be discriminated against, excluded from, or denied service based on race, color, or national origin.

To remain in compliance with the Civil Rights Act, each transit agency must report on the services it provides in relation to the population in its service area. In this way, it may be demonstrated that no group or groups are being denied service based on discriminatory planning.

Omnitrans is also required to conduct a Title VI analysis during the planning process for every major fare or service change before it occurs. By including these Fare and Service Equity Analyses in the Short-Range Transit Plan (SRTP), Omnitrans is demonstrating compliance in that the evaluations were completed as a component of the planning process.

Fare Equity Analysis

Omnitrans' proposed Fare Policy is detailed in the previous chapter. The SRTP must deliver a proposal with a balanced budget using expected available revenue sources compared to forecasted costs. In order to develop a balanced budget and meet California's Transportation Development Act (TDA) mandated farebox recovery ratios, Omnitrans proposes two fare increases in FY2026 and FY2029.

The Fare Equity Analysis does not address whether or not the agency can increase fares, but whether or not the agency does so in a fair and equitable manner. The analysis verifies that the proposed fare changes do not unfairly impact minority ridership, either by disparate treatment (intentional action) or by disparate impact (unintentional consequence). By offering alternate fare payment forms, Omnitrans gives its riders options whereby costs can be reduced, and the effects of fare increases can be mitigated.

As Omnitrans must present a balanced budget, this SRTP includes two across-the-board fare increases: 10% increase in FY2026 and 9% in FY2029. The fare increase in FY2026 would be the first increase in 7 years as the last time Omnitrans increased fares was in FY2019. Exhibit 165 through Exhibit 167 describe the proposed fare increases.

The proposed fares maintain Omnitrans' current fare structure in terms of multiple discounts, and the relative discounts are generally maintained for discounted fare groups. OmniAccess fares are determined by a rule which states that ADA complementary paratransit fares cannot exceed two times the fixed route base fare.

The two fare increases proposed over the next seven fiscal years are necessary to close a projected budgetary shortfall.

Exhibit 165: Proposed Fixed Route Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Cash/Ticket Fares										
Full-Fare	\$2.00	\$2.00	\$2.00	\$2.00	\$2.00	\$2.25	\$2.25	\$2.25	\$2.50	\$2.50
Senior/Disability/Medicare/Veteran	\$0.90	\$0.90	\$0.90	\$0.90	\$0.90	\$1.00	\$1.00	\$1.00	\$1.10	\$1.10
Cash/Ticket Fares (10-Pack)										
Full-Fare	\$18.00	\$18.00	\$18.00	\$18.00	\$18.00	\$20.25	\$20.25	\$20.25	\$22.50	\$22.50
Senior/Disability/Medicare/Veteran	\$8.50	\$8.50	\$8.50	\$8.50	\$8.50	\$9.50	\$9.50	\$9.50	\$10.50	\$10.50
Day Passes (Single)										
Full-Fare	\$6.00	\$6.00	\$6.00	\$6.00	\$6.00	\$6.50	\$6.50	\$6.50	\$7.00	\$7.00
Senior/Disability/Medicare/Veteran	\$2.75	\$2.75	\$2.75	\$2.75	\$2.75	\$3.00	\$3.00	\$3.00	\$3.25	\$3.25
Day Passes (10-Pack)										
Full-Fare	\$54.00	\$54.00	\$54.00	\$54.00	\$54.00	\$59.00	\$59.00	\$59.00	\$63.00	\$63.00
Senior/Disability/Medicare/Veteran	\$25.00	\$25.00	\$25.00	\$25.00	\$25.00	\$27.00	\$27.00	\$27.00	\$30.00	\$30.00
7-Day Passes										
Full-Fare	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$23.00	\$23.00	\$23.00	\$26.00	\$26.00
Senior/Disability/Medicare/Veteran	\$9.00	\$9.00	\$9.00	\$9.00	\$9.00	\$11.00	\$11.00	\$11.00	\$13.00	\$13.00
Youth	\$15.00	\$15.00	\$15.00	\$15.00	\$15.00	\$17.00	\$17.00	\$17.00	\$20.00	\$20.00
31-Day Passes										
Full-Fare	\$60.00	\$60.00	\$60.00	\$60.00	\$60.00	\$70.00	\$70.00	\$70.00	\$80.00	\$80.00
Senior/Disability/Medicare/Veteran	\$30.00	\$30.00	\$30.00	\$30.00	\$30.00	\$35.00	\$35.00	\$35.00	\$40.00	\$40.00
Youth	\$45.00	\$45.00	\$45.00	\$45.00	\$45.00	\$53.00	\$53.00	\$53.00	\$60.00	\$60.00
GoSmart										
GoSmart	The Go Smart fare is a pre-negotiated fare for all riders that attend a partner university, college, trade/technical school, or high school, or work at a partner employer. Participants must have an active, valid Omnitrans-compatible ID card as proof of fare.									
Free Fares										
Children	Height < 46”; limit 2 free per fare-paying rider.									
Personal Care Attendant	Accompanying an ADA Rider.									
Transit Agency Employees	Omnitrans and RTA Employees and family with Employee/Family ID; OCTA, LA Metro and Foothill Transit Employees with Employee ID.									
Promotional Fares	Free or reduced fares for promotional efforts may be authorized by the Director of Marketing & Communications, the CEO/General Manager or the Board of Directors in accordance with their purchasing authority levels. Promotional fares shall be made available on a limited time basis only. Free or reduced fares cannot be provided for ongoing use by any group or organization as this would circumvent the fare policy. Special event free-ride vouchers for community organizations shall be limited to no more than two events per year.									
Regional Transfers										
OmniRide Transfer	Free with a valid OmniRide ride.									
Metrolink Transfer	Free to rider; SCRRA pays one base fare for two boardings with a MetroLink ticket/pass. A one-way Metrolink ticket can be used leaving a Metrolink station. A round trip Metrolink ticket or pass may be used to/from a Metrolink station. RCTC pays an additional half									

RTA Transfer	Omnitrans accepts valid RTA passes as a one-ride transfer at a point of contact. RTA reciprocates for local service and a \$1.50 charge for CommuterLink.
Beaumont Transit Transfer	Omnitrans accepts current valid Beaumont Transit Passes as a one-ride transfer at a point of contact. Beaumont Transit reciprocates except offers a discount on commuter link.
VVTA Transfer	Omnitrans accepts current valid VVTA Transit Passes as a one-ride transfer at a point of contact. VVTA offers a discount on BV Link passes.
Foothill Transit Transfer	Omnitrans accepts current valid Foothill Transit Passes as a one-ride transfer at a point of contact. Foothill Transit reciprocates.
Sunline Transit Transfer	Omnitrans accepts current valid Sunline Passes as a one ride transfer at a point of contact. Sunline reciprocates.
Measure I Subsidy	
On Board S&D	\$0.10 per boarding
Outlet S&D	\$0.05 per boarding

Exhibit 166: Proposed OmniAccess Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OmniAccess Fares										
1-3 Zone Cash/Ticket	\$3.75	\$3.75	\$3.75	\$3.75	\$3.75	\$4.00	\$4.00	\$4.00	\$4.25	\$4.25
Each Additional Zone	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Free Fares										
Personal Care Attendants (PCA)	Accompanying an ADA Rider									
Children	Height < 46"; limit 2 per fare paying riders.									
Measure I Fare Subsidy										
Fare Subsidy	\$0.25 per boarding									

Exhibit 167: Proposed OmniRide Fare Structure

	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
OmniRide Fares (per ride)										
Regular	\$4.00	\$4.00	\$4.00	\$4.00	\$4.00	\$4.50	\$4.50	\$4.50	\$5.00	\$5.00
Senior/Disability/Medicare/Veteran	\$2.00	\$2.00	\$1.00	\$1.00	\$1.00	\$1.15	\$1.15	\$1.15	\$1.30	\$1.30

FY2026 Proposed Fare Increase

A comparison was made between the media types most affected by the proposed fare changes, the proportion of minority use of those affected media types, the propensity of use of the media types in question, and how these compare to the minority proportion found within the agency's service area and area served.

Proportions of minority and non-minority populations were determined for the regions defining our Service Area, and the half-mile buffer region around all of Omnitrans' fixed routes. This was done to obtain a baseline level estimation of minority proportions of our ridership.

As well, proportion of minority usage for each fare media type was determined from data taken from the results of the 2017 Onboard Rider Survey, which was the most recent onboard survey data which

estimated fare media type usage by ethnicity. This was cross referenced with data determining propensity of use of fare media type obtained by our farebox system.

The greatest differential in fare increases by media type were not found to correspond to the highest proportion of minority use of the respective fare media type or to the greatest positive difference between minority use of fare media type and baseline minority proportion within the fixed route buffer region. The only times these two phenomena do correspond is with Veteran fare 7-day passes and with Youth fare 31-day passes. As well, fare type use must account for propensity of use of that fare media type; in that, there is little correspondence between the preponderant use of a fare media type and the proportion of minority use of that media type or in how much higher over average its fare is proposed to be raised. The only times these do occur are for General/Full fare 31-day passes and for Senior/Disabled fare 31-day passes. In both these cases, alternate fare media options exist with the 7-day pass packets which are priced more affordably, and which will not have as great a differential in price increase. Even 10-day passes, which have differentials between 8.0% and 11.8%, are still lower than the differentials for both the 7-day passes and the 31-day passes. In all cases in which fare increase seems onerous to a particular fare media type, riders within the affected categories have other fare media options by which they can save money.

FY2029 Proposed Fare Increase

With the proposed fare increase for FY2029, there were several differences noted in Exhibit 168. First, the overall increases were less than for those proposed for FY206 (with few exceptions). Second, there continues to exist better options in all cases for riders to purchase different fare types if one or another type had increased extraordinarily.

Exhibit 168: FY2029 Proposed Fare Increase by Type

Fare Type	% Differential in Proposed Fare Increase	Difference between Usage Minority and Buffer Minority Proportions	Variance from Mean of Adjusted Fare Use Overall
General/Full fare 1-day pass	7.70%	2.24%	12.93%
General/Full fare 1-way cash	11.10%	7.28%	-1.54%
General/Full fare 7-day pass	13.00%	4.05%	1.48%
General/Full fare 31-day pass	14.30%	3.18%	11.60%
Senior/Disabled fare 1-day pass	8.30%	-2.76%	7.36%
Senior/Disabled fare 1-way cash	10.00%	-15.15%	-3.58%
Senior/Disabled fare 7-day pass	18.20%	-12.53%	-1.66%
Senior/Disabled fare 31-day pass	14.30%	-11.56%	4.75%
Veteran fare 1-day pass	8.30%	-2.63%	-5.43%
Veteran fare 1-way cash fare	10.00%	-1.81%	-6.69%
Veteran fare 7-day pass	18.20%	10.12%	-6.47%
Veteran fare 31-day pass	14.30%	-23.70%	-5.73%
Youth fare 7-day pass	17.60%	17.42%	-4.65%
Youth fare 31-day pass	13.20%	10.37%	-1.77%

For example, for Senior/Disabled/Veteran 7-day passes, which had proposed to increase 22.0% for FY2025, the proposed increase was still high at 18.2% for FY2029. But in this case, the riders within this cohort had the options to purchase passes for one-day, 10-day (at 10.5% or 11.1%), or 31-day periods, which were all lower proportion increases than for the 7-day passes. For Youth Fare 7-day

passes, the proposed increase is 17.6%, which is challenging considering that the minority usage difference is a high 17.42% for that fare type. However, this increase offers options as well, since Youth fare 31-day passes can still be purchased at a much lower proposed fare increase of 13.2%, which will save the purchaser significantly on price per fare. 31-day passes for the general public and for Senior/Disabled/Veterans did go up 14.3%, which was higher, and these do accord with higher variance from mean adjusted fare use at 11.6% and 4.75% above mean use, respectively. However, riders do have the option of purchasing 7-day or 10-day passes; one or the other fare type offers better deals depending on the cohort using them.

In all cases, the increases are not uniform across the board, and offer riders the opportunity to save money on a per-fare basis by purchasing other fare types which do not increase in price as much.

Fare Equity Analysis Conclusion

The proposed fare increases for FY2026 and FY2029 will not disparately impact minority populations, nor will they impose a disproportionate burden on them. Omnitrans would remain in compliance with its Title VI mandate with both proposed fare increases.

Service Equity Analysis

As part of the constrained plan, it is anticipated that Omnitrans focus on two major service changes within this SRTP.

Between FY2023 through the end of FY2025, Omnitrans is focusing on service resumption to restore service to planned levels to improve overall ease of use of the system. The primary focus is on frequency resumption and improved transfer connectivity.

In partnership with San Bernardino County Transportation Authority (SBCTA), Omnitrans is planning to deliver the West Valley Connector bus rapid transit line, including constructing electrical charging upgrades at the West Valley Maintenance Facility and conducting training and commissioning to initiate revenue service in 2025.

Service Equity for Service Resumption

Omnitrans established a service resumption plan in the wake of the COVID-19 pandemic to return to normal service levels in a strategic and fiscally sustainable manner. A seven-step resumption plan was adopted by our Board of Directors as part of the FY2022 Annual Service Plan as shown in Exhibit 169.

Exhibit 169: Service Resumption Plan, FY2022

7-Step Service Resumption Plan	
Step 1:	Resume canceled routes, e.g., Route 67, with a focus on schools.
Step 2:	Resume specific school tripper service.
Step 3:	Return AM peak frequencies on core routes.
Step 4:	Second Tier routes (which were reduced to 60-minute frequencies) will be returned to 30-minute peak frequency service.
Step 5:	Return 15-minute peak service on core routes.
Step 6:	Resume remaining weekday service.
Step 7:	Resume Weekend Services that had been reduced.

Exhibit 170: Determination of Minority and Low-Income Minority to Service Resumption Plan, FY2022

Demographic Buffer	Total Population	Minority *	% Minority	Low-Income White (Adjusted)	Low-Income or Minority (LIM)	% LIM
Population of County (2019)	2,180,085	1,584,922	72.7%	68,274	1,653,196	75.8%
Population of Service Area (Includes Area within All JPA Cit'ies' Limits)	1,556,579	1,194,514	76.7%	33,614	1,228,128	78.9%
3/4-Mile of Any Fixed Route Stops (September 2020 Alignment)						
Within (ADA/OmniAccess Area Served)	1,352,319	1,063,812	78.7%	29,490	1,093,302	80.8%
Not-Within	827,766	521,110	63.0%	38,784	559,894	67.6%
County Total	2,180,085	1,584,922	72.7%	68,274	1,653,196	75.8%
1/2-Mile of Any Service Stops (includes 60-Minute or greater service)						
Within	1,213,144	965,457	79.6%	25,242	990,699	81.7%
Not Within	966,941	619,465	64.1%	43,032	662,497	68.5%
1/2-Mile of Step 0 Service Resumption (Status Quo)						
Within	1,200,392	960,683	80.0%	25,209	985,892	82.1%
Not Within	979,693	624,239	63.7%	43,065	667,304	68.1%
1/2-Mile of Service Resumption Steps 1, 2, 3						
Within	543,116	445,564	82.0%	10,910	456,474	84.0%
Not Within	1,636,969	1,139,358	69.6%	57,364	1,196,722	73.1%
1/2-Mile of Service Resumption Step 4						
Within	693,650	555,996	80.2%	14,731	570,727	82.3%
Not Within	1,486,435	1,028,926	69.2%	53,543	1,082,469	72.8%
1/2-Mile of Service Resumption Step 5						
Within	470,325	397,707	84.6%	10,022	407,729	86.7%
Not Within	1,709,760	1,187,215	69.4%	58,252	1,245,467	72.8%
1/2-Mile of Service Resumption Steps 6 & 7						
Within	760,268	615,371	80.9%	16,011	631,382	83.0%
Not Within	1,419,817	969,551	68.3%	52,263	1,021,814	72.0%
1/2-Mile of Concatenated Steps 1-4						
Within	965,819	776,307	80.4%	19,951	796,258	82.4%
Not Within	1,214,266	808,615	66.6%	48,323	856,938	70.6%
1/2-Mile of Concatenated Steps 1-5						
Within	984,061	791,036	80.4%	20,480	811,516	82.5%
Not Within	1,196,024	793,886	66.4%	47,794	841,680	70.4%
1/2-Mile of Concatenated Steps 1-7						
Within	984,061	791,036	80.4%	20,480	811,516	82.5%
Not Within	1,196,024	793,886	66.4%	47,794	841,680	70.4%

*Defined as total population minus White Alone (not Hispanic or Latino). By default, all not white alone equate to "minority".
All population estimates derived by GIS selection of block group data, except for determination of Low-Income Whites, which is at the tract level.

A service equity analysis was conducted prior to the adoption of the plan. For every step in the Service Resumption Plan that goes into effect, those who benefit by returning services will be in communities with Low-Income or Minority (LIM) proportions which are higher than that within in our service area overall. Details of the determination of LIM proportions in our service area in relation to our proposed Resumption Steps are in Exhibit 170. As each step in the Service Resumption Plan has a positive effect on a greater proportion of LIM ridership than that seen in the service area overall, there is no disparate impact or disproportionate burden placed LIM population. Omnitrans remained in compliance with its Title VI mandate.

Omnitrans continues its service resumption plan as part of the FY2023 Annual Service Plan. It is forecasted that Omnitrans reaches 100% of planned services by the end of FY2025.

Service Equity Analysis for the sbX Purple Line

The San Bernardino County Transportation Authority (SBCTA) in cooperation with the Federal Transit Administration (FTA) prepared the Environmental Impact Report/Environmental Assessment for the West Valley Connector project in 2019 that will operationally become the sbX Purple Line in 2025.

SBCTA Board of Directors certified the Final Environmental Impact Report/Environmental Assessment in May 2020. The Environmental Document included an assessment of impacts on Environmental Justice (Low-Income and Minority) populations and concluded that the project would not have an impact on Environmental Justice populations.

Prior to the implementation of revenue service of the sbX Purple Line, Omnitrans will complete a service equity analysis to be approved by our Board of Directors in the Annual Service Plan.

PUBLIC OUTREACH

ConnectForward Plan

In 2019 Omnitrans was working on the SRTP that focused on financial sustainability to balance the agency's budget and to prepare for future regional and community transit needs. The document focused on the long-term ConnectForward Plan that began with the work of the joint Omnitrans and San Bernardino County Transportation Authority (SBCTA) Ad Hoc Committee that included both service reductions and an increase in funding. Most of this plan was developed long before COVID-19 impacted system ridership and revenue.

Route eliminations, frequency changes, new services, and other network and policy changes were proposed. Together, these proposals on an annualized basis resulted in the 11%, 71,000 revenue hour, and \$5 million reduction as recommended by the Ad Hoc Committee. A service equity analysis of these proposals was completed and concluded that all proposed changes did not result in disparate impact or impose disproportionate burdens on minority populations.

Omnitrans held public meetings to gather feedback on the proposals. Between January and February 2020 Omnitrans held 22 public meetings shown in Exhibit 171. During these meetings, Omnitrans staff interacted with 750 people. Omnitrans received a total of 358 comments at these meetings, via email, over the phone and through social media. Sixty-six percent of these comments were related to the ConnectForward proposals. Thirty-four percent of the comments were categorized as Other. Exhibit 172 through Exhibit 174 provide a summary of the public comments.

Exhibit 171: ConnectForward Public Meetings

CITY/COMMUNITY	LOCATION	DATE	TIME
San Bernardino	San Bernardino Transit Center	Monday, January 13, 2020	6:00 A.M. – 9:00 A.M.
San Bernardino	San Bernardino Transit Center	Monday, January 13, 2020	3:00 P.M. – 6:00 P.M.
*Yucaipa	Yucaipa City Hall	Tuesday, January 14, 2020	3:00 P.M. – 5:00 P.M.
Fontana	Fontana Transit Center	Wednesday, January 15, 2020	6:00 A.M. – 9:00 A.M.
*Upland	Upland City Hall	Wednesday, January 15, 2020	3:00 P.M. – 6:00 P.M.
Fontana	Fontana Transit Center	Thursday, January 16, 2020	3:00 P.M. – 6:00 P.M.
Rialto	Foothill & Riverside Bus Stops	Friday, January 17, 2020	11:00 A.M. – 2:00 P.M.
Montclair	Montclair Transit Center	Tuesday, January 21, 2020	6:00 A.M. – 9:00 A.M.
Chino	Chino Transit Center	Tuesday, January 21, 2020	3:00 P.M. – 6:00 P.M.
*San Bernardino	Plans and Programs Meeting	Wednesday, January 22, 2020	9:00 A.M.
Redlands	Redlands Mall Bus Stops	Thursday, January 23, 2020	3:00 P.M. – 6:00 P.M.
Ontario	Ontario Mills	Friday, January 24, 2020	11:00 A.M. – 2:00 P.M.
*Grand Terrace	Grand Terrace Community Room	Monday, January 27, 2020	3:00 P.M. – 5:00 P.M.
Montclair	Montclair Transit Center	Wednesday, January 29, 2020	11:00 A.M. – 2:00 P.M.
*Chino Hills	Chino Hills City Hall	Wednesday, January 29, 2020	4:00 P.M. – 7:00 P.M.
San Bernardino	San Bernardino Transit Center	Thursday, January 30, 2020	6:00 A.M. – 9:00 A.M.
*Fontana	Fontana City Hall	Thursday, January 30, 2020	3:00 P.M. – 6:00 P.M.
*Ontario	Dorothy Quesada Community Center	Monday, February 3, 2020	4:00 P.M. – 7:00 P.M.
Colton	Arrowhead Regional Medical Center Transfer Center	Tuesday, February 4, 2020	11:00 A.M. – 2:00 P.M.
*San Bernardino	Omnitrans: East Valley Facility	Tuesday, February 4, 2020	4:00 P.M. – 7:00 P.M.
*San Bernardino	Board Meeting	Wednesday, February 5, 2020	8:00 AM
Rancho Cucamonga	Chaffey College Transit Center	Thursday, February 6, 2020	11:00 A.M. – 2:00 P.M.

*Formal Public Hearings.

The ConnectForward Plan proposed the following:

- Route Eliminations: Routes 5, 7, 20, 80, 86, 308, 325 and 365
- Frequency Changes: Routes 2, 3, 4, 8, 14, 22, 61, 66, 290, 309, and 310
- Map Changes: Routes 1, 29, 81, 82, 83, and 84
- New Routes: Routes 6, 87, 305, and 383
- New Services: MicroTransit Chino Hills
- Access Map Changes: Eliminate Beyond the Boundary Service and map changes associated with fixed route changes
- Access Policy Changes: 3-day reservation window

Of the comments that identified a route, a total of 70% of the comments related to OmniGo Yucaipa (Routes 308/309/310) and OmniGo Grand Terrace (Route 325). Of the 70%, 32% related to Yucaipa and essentially asked for additional service rather than service reductions. Of the 70%, 38% were related to OmniGo Grand Terrace and over half of those were from one individual. The requests in Grand Terrace related to maintain service to the Grand Terrace Senior Center and maintaining a one-seat ride between the VA Hospital and the Senior Center. While Omnitrans understood the requests from these communities, the primary services in these areas were not financially sustainable.

In both cases, Omnitrans' Mobility Services Department partners with the cities through the Regional Mobility Partnership (RMP) program. At the time, a new call for projects was issued for the RMP program and Omnitrans helped the cities apply for additional grant funding.

Exhibit 172: Summary Public Comments, ConnectForward

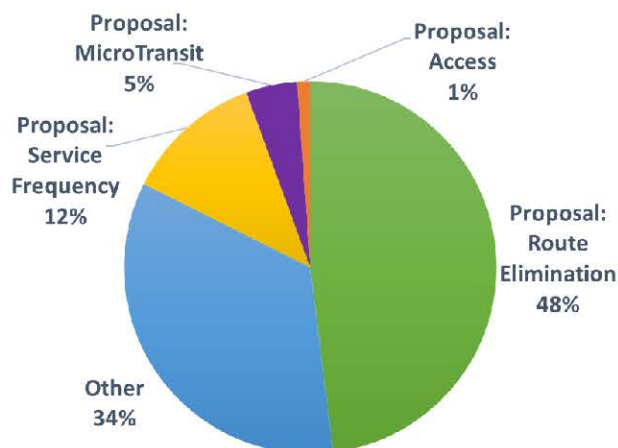
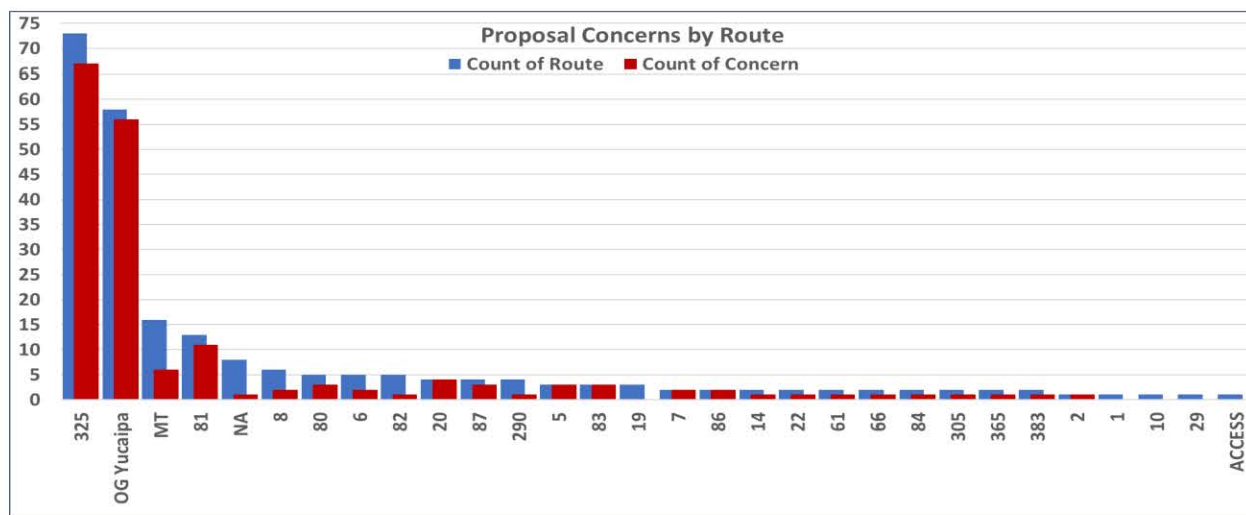


Exhibit 173 shows the distribution of comments by route. The blue is the total number of comments, the red the total number of concerns, and then the gap between the blue and the red show the share of positive comments by route. As can be seen in this graph, there were very few comments on any service change other than OmniGo Grand Terrace (325) and OmniGo Yucaipa (Routes 308/309/310). The only other comment with double digit concerns related to Route 81, where there were requests to maintain service to Ontario Mills. Following these comments, Omnitrans was able to maintain service to Ontario Mills on Route 81.

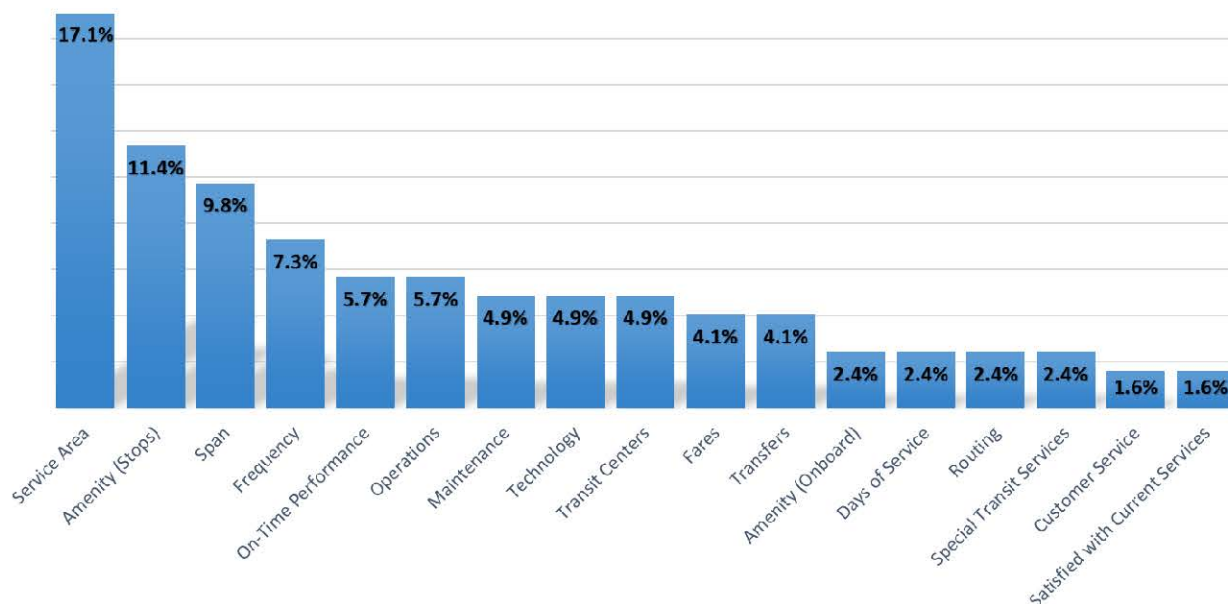
Exhibit 173: Public Comments by Route, ConnectForward



The four most common Other comments include: 1) a desire for additional service area, with Redlands Community Hospital and South Ontario/Chino being mentioned with most frequency, 2) requests for additional stop amenities including shelters and benches, 3) request for longer hours of span, particularly on weekend evenings, and 4) more frequency across routes that were not seeing service changes.

Exhibit 174: Other Public Comments, ConnectForward

'Other' Category Comment Breakdown



Due to the uncertainty of the COVID-19 pandemic at the time, the ConnectForward Plan became the basis for the FY021 Annual Service Plan. The service plan focused on the financial sustainability of the agency and scalability of returning to normal planned service levels. The FY2021 Annual Service Plan was approved by the Omnitrans' Board of Directors in May 2020. In September 2020, Omnitrans implemented the ConnectForward Plan changes.

FY2023-2030 SRTP

In February 2023, Omnitrans held public meetings to gather public feedback on the:

- **Fiscal Year 2024 (FY2024) Service Plan - Service Resumption** Omnitrans continues its adopted Service Resumption Plan in FY2024, which begins in July 2023. Omnitrans seeks public input on the resumption plan. It is projected that service resumption continues through FY2025 before reaching 100% of planned services. The plan prioritizes restoring services to 30-minute frequency and 15-minute frequency routes followed by weekend services.
- **Short-Range Transit Plan** Omnitrans seeks public input on its FY2023-2030 Short-Range Transit Plan (SRTP). Through the end of FY2025 Omnitrans plans to focus on service resumption efforts per the adopted Service Resumption Plan. In mid-to-late 2025, Omnitrans plans to launch the sbX Purple Line, currently known as the West Valley Connector project, being planned and constructed in partnership with San Bernardino County Transportation Authority (SBCTA). Omnitrans proposes maintaining current fares for at least the next two years with potential fare changes in FY2026 and FY2029.

The SRTP also identifies services that Omnitrans will seek additional funding for through grants and other sources that meet needs previously expressed by the community. Omnitrans will seek funding for services ranging from increased frequency, limited stop service, additional OmniRides and expanded weekend and holiday service.

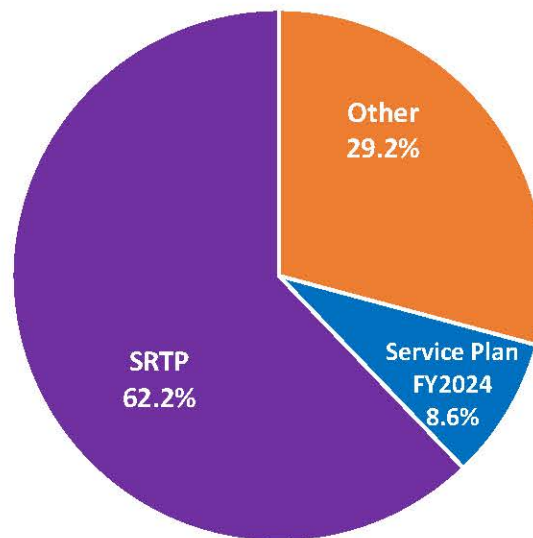
A total of 18 public meetings were held as shown in Exhibit 175. By meeting at the locations below, Omnitrans staff had the opportunity to interact with public members on all fixed and on-demand services. During these meetings Omnitrans staff interacted with 300 people. Omnitrans received a total of 185 comments at these meetings, on our webpage, via email, via mail, over the phone, and through social media.

Exhibit 175: FY2024 Service Plan and FY2023-2030 SRTP Public Meetings

CITY/COMMUNITY	LOCATION	DATE	TIME	ROUTES TO MEETING
Chino	Chino Transit Center	Thursday, February 2, 2023	3:00 P.M. - 7:00 P.M.	83, 84, 85, 88, OmniRide Chino Hills
Colton	Arrowhead Regional Medical Center	Friday, February 3, 2023	7:00 A.M. - 10:00 A.M.	1, 19, 22, OmniRide Bloomington
Rialto	Foothill @ Riverside Bus Stop	Friday, February 3, 2023	3:00 P.M. - 6:00 P.M.	14, 22
Montclair	Montclair Transit Center	Monday, February 6, 2023	6:00 A.M. - 9:00 A.M.	66, 84, 85, 88, OmniRide Upland
Ontario	Ontario Mills	Monday, February 6, 2023	11:00 A.M. - 2:00 P.M.	61, 81, 82
San Bernardino*	Omnitrans Metro Facility	Monday, February 6, 2023	5:00 P.M. - 7:00 P.M.	14
San Bernardino	San Bernardino Transit Center	Tuesday, February 7, 2023	6:00 A.M. - 9:00 A.M.	sbX, 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 300, 305
Fontana	Fontana Transit Center	Tuesday, February 7, 2023	3:00 P.M. - 6:00 P.M.	10, 14, 15, 19, 61, 66, 67, 82, 312
Yucaipa	Yucaipa Transit Center	Wednesday, February 8, 2023	1:00 P.M. - 4:00 P.M.	19, 319
Virtual Meeting*	Online	Wednesday, February 8, 2023	6:00 P.M. - 7:00 P.M.	Online
Ontario	Civic Center	Thursday, February 9, 2023	6:00 A.M. - 9:00 A.M.	61, 83, 87
Rancho Cucamonga	Rancho Cucamonga Metrolink Station	Thursday, February 9, 2023	11:00 A.M. - 2:00 P.M.	82, 380
Redlands	Redlands Mall	Friday, February 10, 2023	10:00 A.M. - 1:00 P.M.	8, 15, 19
Loma Linda	VA Hospital	Friday, February 10, 2023	3:00 P.M. - 6:00 P.M.	sbX, 2, 19
Virtual Meeting*	Online	Saturday, February 11, 2023	10:00 A.M. - 11:00 A.M.	Online
San Bernardino	Cal State	Monday, February 13, 2023	7:00 A.M. - 10:00 A.M.	sbX, 2, 6, 312
Highland	Baseline @ Boulder Bus Stop	Monday, February 13, 2023	1:00 P.M. - 4:00 P.M.	3, 4, 15
Muscoy	Baker Learning Family Center	Tuesday, February 14, 2023	11:30 A.M. - 1:30 P.M.	312

Exhibit 176 shows the breakdown of the comments received by the public. Just over 62% (n=115) of the comments related to the SRTP, including the sbX Purple Line, fare proposals, and future service enhancements outlined in the Unconstrained Plan of this SRTP. Only 8.6% (n=16) of the comments were about the FY2024 Service Plan proposal which proposes to continue with the Service Resumption Plan to reach 100% of planned service levels. Just over 29% (n=54) of the comments were not related to either the SRTP or the FY2024 Service Plan, so they were categorized as “Other”.

Exhibit 176: Summary Public Comments, FY2023-FY2030 SRTP & FY2024 Service Plan

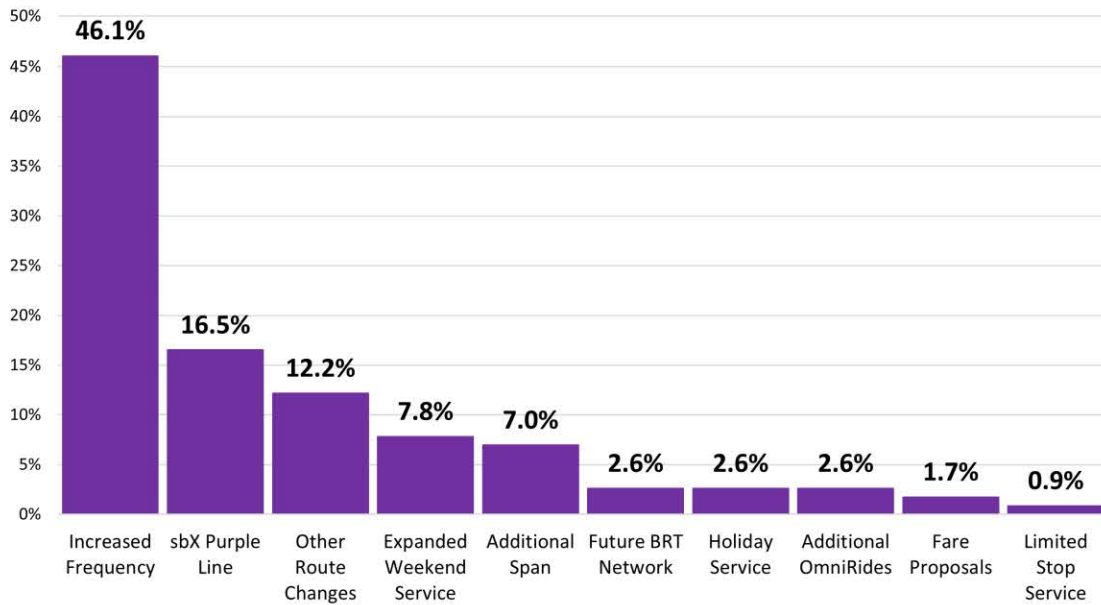


Of the SRTP-related comments 46% called for increased frequency as shown in Exhibit 177. Routes 2, 290, and 319, were the three routes the public wrote for this service enhancement. Increasing frequency on these routes go beyond the frequency levels approved within the ConnectForward Plan. Route 319 received 94% of the 46% comments supporting increased frequency. Nearly half of the comments supporting increased frequency for Route 319 were written by employees or staff with a Yucaipa Joint Unified School District email.

With respect to the sbX Purple Line, there were comments that supported the project and that supported extended weekend service and additional span. Of the 19 comments, only three expressed concerns over the underlying local route changes: one on the proposed frequency reduction of Route 61; one on the proposal to split Route 61 into East and West routes; one on the proposal to end Route 82 at Ontario Mills. More information about the proposed 61-East, 61-West, and Route 82 can be found in the Constrained Plan chapter.

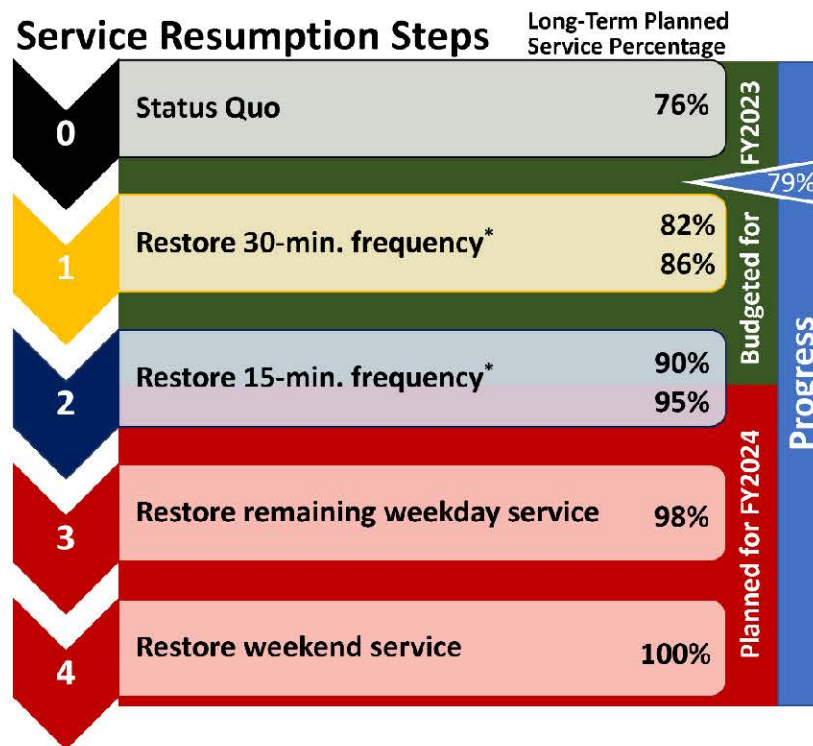
Printed information, including hand outs, and staff advised the public that any proposed service and fare changes in the SRTP are subject to additional public hearings prior to any implementation.

Exhibit 177: SRTP Comment Breakdown



Only 8.6% (n=16) of the total comments related to the FY2024 Service Plan proposal to continue with the Service Resumption Plan that was adopted in the FY2023 Service Plan shown in Exhibit 178. Exhibit 179 details which routes the public supports the resumption of service.

Exhibit 178: Adopted FY2023 & Proposed FY2024 Service Resumption Plan





SHORT-RANGE TRANSIT PLAN FY2023-FY2030

SBCTA Transit Committee
May 11, 2023



SHORT-RANGE TRANSIT PLAN (SRTP)

- 7-year business plan for the agency
- Approved by Omnitrans' Board of Directors April 2023
- Built on FY2021-2025 Strategic Plan & ConnectForward Plan



SHORT-RANGE
TRANSIT PLAN
FY2023 – 2030





STRATEGIC PLAN FRAMEWORK

OUR MISSION

and purpose as an organization

CONNECT
our community with

COORDINATED
and

SUSTAINABLE
transit service

OUR VALUES

Our values are the shared beliefs that represent what are most important to us as an organization.



SAFETY



INNOVATION



CUSTOMER-FOCUSED



DIVERSITY



PERFORMANCE



COLLABORATION



INTEGRITY



LEADERSHIP

OUR VISION

for the future and ultimate goal

PROVIDE
innovative mobility solutions that

CONNECT
our region and

STRENGTHEN
the economy



SRTP HEADLINES

Four Key Takeaways

- 1) **Balanced Operating & Capital Forecast through 2030**
- 2) **Focus on Service Resumption during FY2024 & FY2025**
- 3) **West Valley Connector/sbX Purple Line Starts FY2025 & FY2026**
- 4) **Additional services beyond resumption & WVC require additional funding or reallocation of services**





FAMILY OF SERVICES

OmniTrans operates a family of services designed to match service offered with ridership demand and intensity of the land use served



Bus Rapid Transit (BRT)
sbX Green Line



Community Circulators
& First/Last Mile Shuttles



ADA Paratransit
OmniAccess



Local & Express
Fixed Routes



MicroTransit
OmniRide

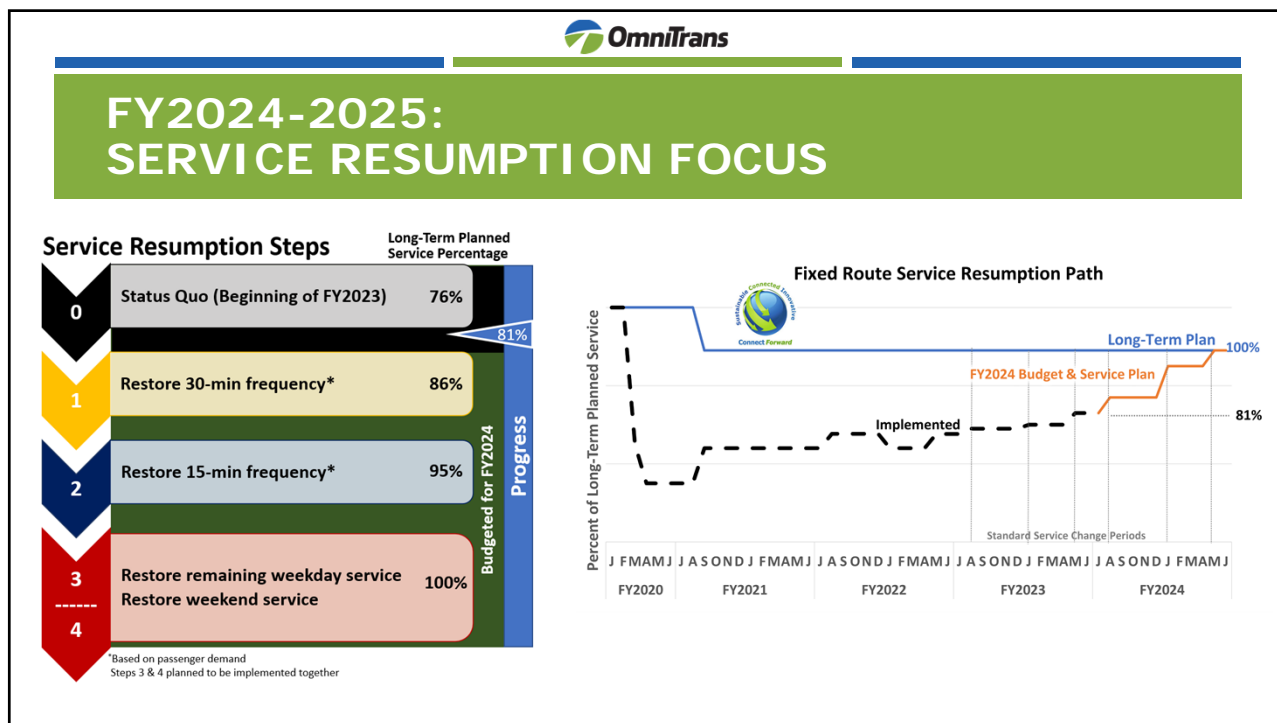
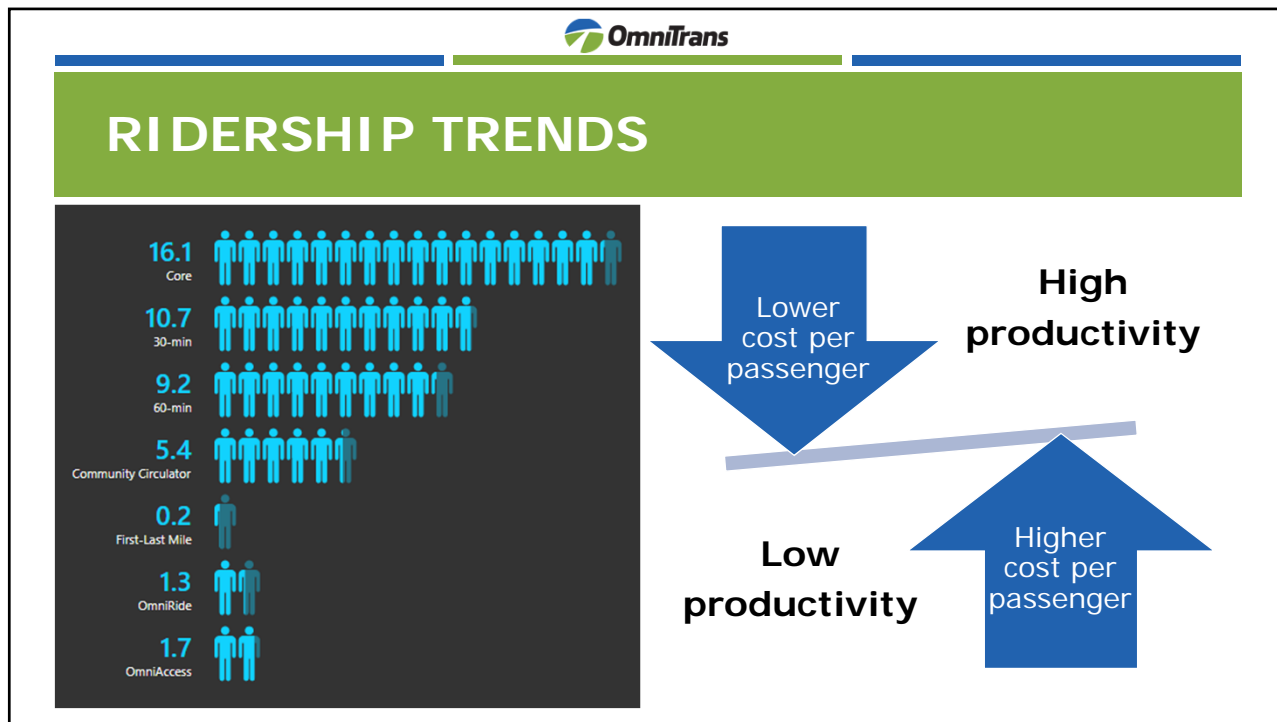


Mobility
Services



BALANCING SERVICE NEEDS







WEST VALLEY CONNECTOR

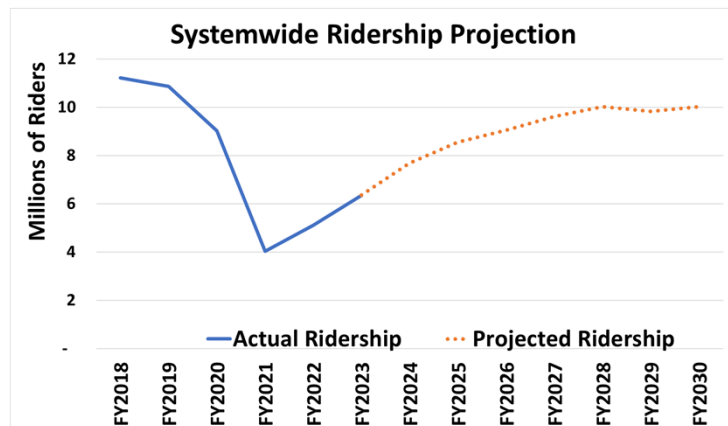
- **Planned Revenue Service: Mid-Late 2025**
- **Service to be operated as sbX Purple Line**
- **Approx. \$200 million in competitive federal & state funding to region**



RIDERSHIP ASSUMPTION

**Conservative approach:
Ridership does not reach
pre-pandemic ridership
before 2030**

**Ridership growth lags
service resumption**



10



FARE POLICY

Maintain fare policy through FY2026

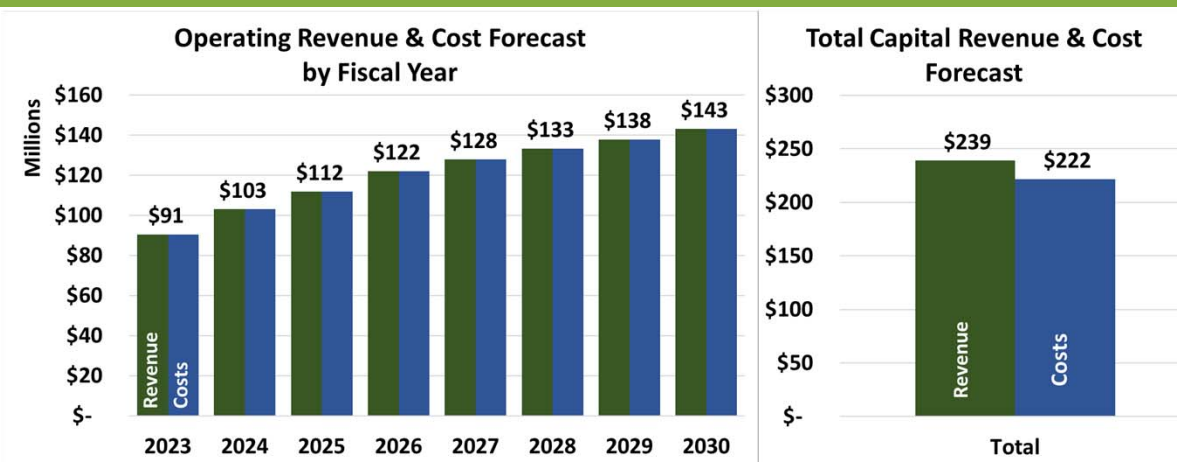
- \$2.00 current base fare, set in September 2019
- Potential changes in FY2026 & FY2029
 - FY2026: \$2.25, +\$0.25, 12.5%
 - FY2029: \$2.50, +\$0.25, 11.1%

Free Fares for School continuing in FY2024

11



BALANCED OPERATING & CAPITAL FORECAST



12



CAPITAL PLAN

Includes planned:

- Revenue Fleet Replacement including Zero Emission Buses (ZEBs) & Infrastructure through 2030
- Non-Revenue fleet replacements
- Facility Projects to maintain State of Good Repair
- Information Technology Projects
- Transit Enhancements/Safety & Security



UNCONSTRAINED PLAN



Seek funding for additional **services** & **capital**: FY2026+

Services

- Frequency on core network
- Weekend service on sbX (Green & Purple Lines)
- Limited Stop Mid-Valley route
- Additional OmniRides
- Holiday Service
- Frequency on Haven Ave.

- Service span
- Local routes
- Tunnel to Ontario Airport

Capital

- Supporting capital for unconstrained services
- Property for Hydrogen Facility
- Solar & Battery Storage



THANK YOU

Minute Action

AGENDA ITEM: 6

Date: May 11, 2023

Subject:

San Bernardino County Quarterly Multimodal Update Fiscal Year 2022/2023 Second Quarter

Recommendation:

Receive and file the Second Quarter San Bernardino County Multimodal Transportation Quarterly Update for Fiscal Year 2022/2023.

Background:

Multimodal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs that San Bernardino County Transportation Authority (SBCTA) is currently constructing and managing, as well as its involvement with the transit operators and the Southern California Regional Rail Authority (SCRRA). Although, SBCTA's primary responsibility to the operators is to allocate funding, SBCTA is still required to be tuned in to the trends and statistics of its operators. To help facilitate this, as well as keeping the SBCTA Transit Committee and Board of Directors apprised of this information, SBCTA staff, in consultation with the transit operators, SCRRA and AMMA Transit Planning, created the San Bernardino County Multimodal Transportation Quarterly Report (Report).

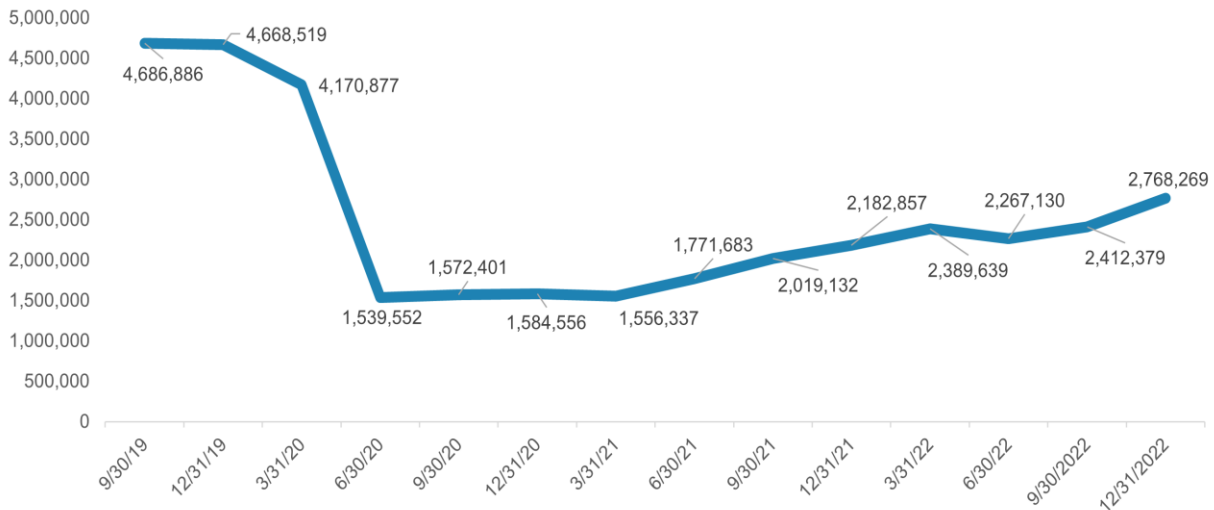
The primary source of data used in the Report is from TransTrack. TransTrack is a county-wide transit performance software that the San Bernardino County (County) transit operators, except SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the transit operators. The other data sources for this report came from SBCTA's rideshare program database, transit operators' staff, and their respective Board of Directors agenda reports. This allows for collaboration between SBCTA staff and the operators' staff to ensure that an accurate picture is being presented. SCRRA data is collected directly from SCRRA staff and reviewed as part of the SCRRA Member Agency Advisory Committee (MAAC) activities. SBCTA is working with SCRRA on adding access to Arrow Service data through TransTrack for consistency.

Overall, the County's public transit operators provided more than 2.8 million trips in the second quarter of Fiscal Year (FY) 2022/2023, which was a 15 percent increase from the previous quarter (Exhibit 2).

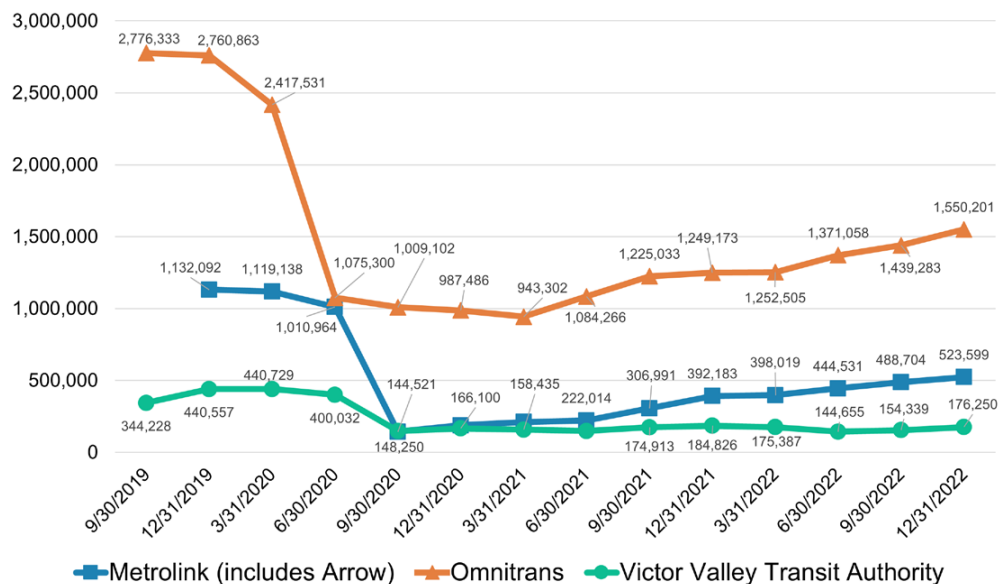
Transit Committee Agenda Item

May 11, 2023

Page 2

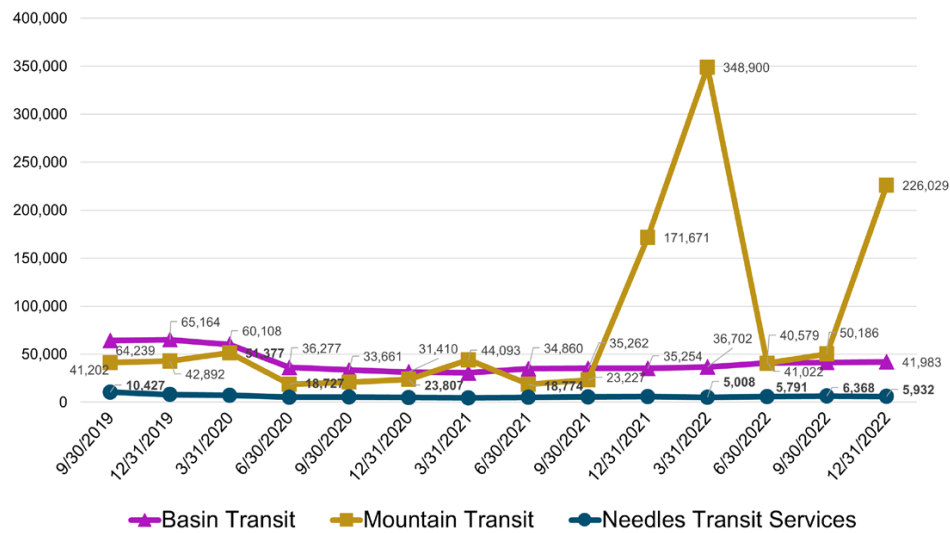
Exhibit 2 (From Report), Countywide Quarterly Ridership Total, All Transit Modes

The larger operators saw the largest increases in ridership, with Metrolink, Omnitrans, and Victor Valley Transit Authority (VVTA) collectively adding 197,600 more trips over the first quarter of FY 2022/2023. VVTA saw a substantial increase of 44 percent, while Metrolink ridership increased by 2 percent over the prior quarter, and Omnitrans increased an approximate 8 percent in ridership (Exhibit 3).

Exhibit 3 (From Report), Larger Operators Quarterly Ridership

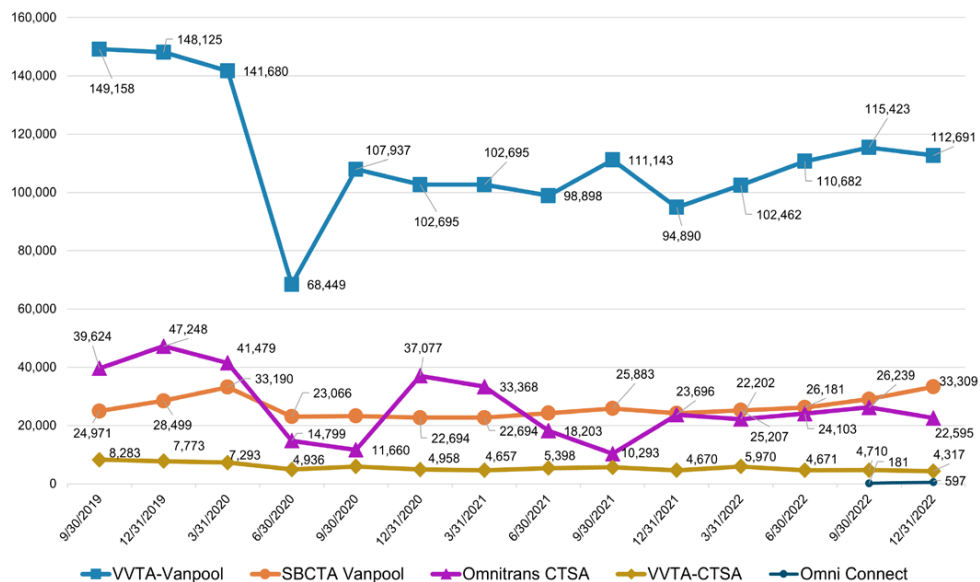
Among these small operators, there was an increase of 274,000 more trips than in the previous quarter. Basin Transit (formerly Morongo Basin Transit Authority) held steady with an almost 2 percent increase. Mountain Transit had a 350 percent increase, and Needles Transit saw a decrease of 7 percent (Exhibit 4).

Exhibit 4 (From Report), Small Operators Quarterly Ridership



Among the smaller transportation programs, VVTA's Vanpool decreased trips by 2 percent while SBCTA's SB Loop increased trips by 15 percent. The Consolidated Transportation Services Agency (CTSA) programs, providing specialized transportation to older adults and persons with disabilities, saw ridership decreases: 14 percent by Omnitrans programs, while the VVTA CTSA program decreased by 8 percent in trip-making over the prior quarter. Omnitrans' ONT Connect ridership had 539 passenger trips, an increase of 198 percent in its second full quarter, while SB Connect reported for the first time this quarter and had 58 passenger trips.

Exhibit 5 (From Report), Small Programs Quarterly Ridership



Current Initiatives

Transit Equity Day with Free Fare Rides

For the second year, SBCTA and the County's operators recognized Transit Equity Day (TED), which is a national day of action to promote public transit as a civil right and a strategy to combat climate change.

All County transit operators offered free fares on transit services to celebrate the day. SBCTA reimbursed operators for the TED free fares. Metrolink offered free fares system-wide across all six lines.

Through the SBCTA Multimodal Working Group, SBCTA and County operators developed marketing materials to promote TED and free fares. The event was promoted on operator websites, social media, on transit vehicles and at stations. Together, San Bernardino County operators provided more than 22,500 free one-way trips on Transit Equity Day. Exhibit 7 details available performance data, including a 67 percent increase in ridership from the previous Saturday countywide. Basin Transit, Needles Transit Services, and Omnitrans saw significant increases over the previous Saturday's ridership. System-wide, Metrolink provided 19,824 trips, a 177 percent increase from the previous Saturday.

Exhibit 7 Transit Equity Day 2023 Performance by Operator and Compared to Prior Saturdays

Operator/Service	One-way passenger Trips/Boardings				
	TED 2/4/23	Previous Saturday	Change from TED	Avg. Saturday in January	Change from TED
Basin Transit	215	177	21%	186	16%
Metrolink SBL (Arrow included)	6,515	-	-	2,422	169%
Metrolink IEOC	1,542	-	-	204	656%
Mountain Transit ¹	67	75	-11%	60	12%
Needles Transit Services	73	48	52%	32	128%
Omnitrans	12,582	11,408	10%	11,265	12%
Victor Valley Transit Authority	1,574	1,826	-14%	1,416	11%
TOTAL²	22,568	13,534	67%	15,585	45%

¹ Mountain Transit does not run OTM on Saturdays.

² TED fell on a Saturday this year and a Friday in 2022.

Countywide Free Fares for Students K-12

Beginning in the fall of 2023, County Bus Operators will be providing free fares for students in grades K-12. On April 4, 2023 the SBCTA Board approved the Low Carbon Transit Operations Program funding to go towards free fares on public transit for students grades K-12. Students will ride for free on public transit buses of any County operator, except for commuter services. In the City of Needles, their free fare initiative will extend to Palo Verde College students, in addition to K-12 students. Metrolink will be initiating a U-Pass program that allows college students to ride free with their college student ID.

Transit Committee Agenda Item

May 11, 2023

Page 5

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Transit Manager

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

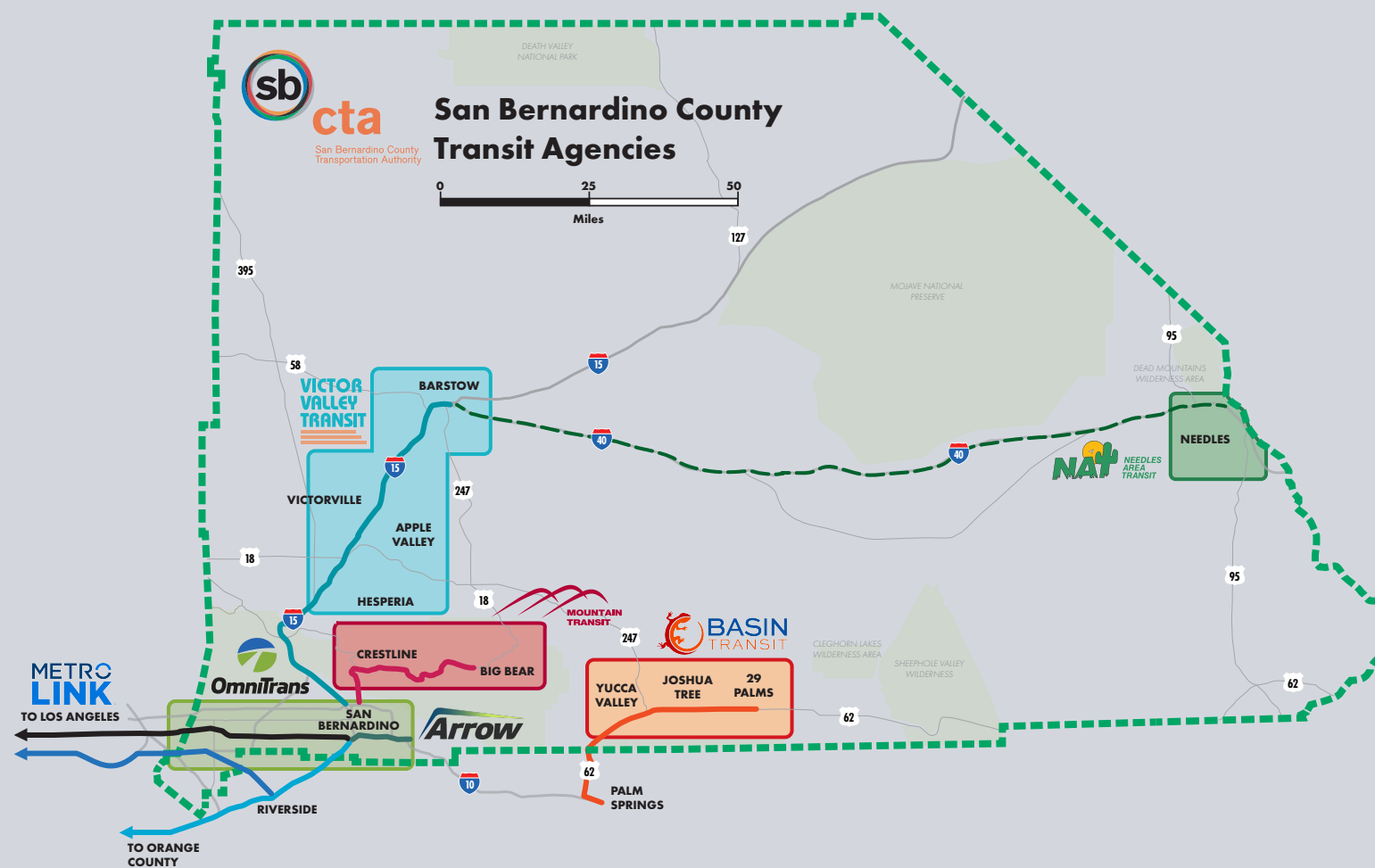


cta

San Bernardino County
Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Update

6.a



Second Quarter Fiscal Year 2022/2023
Volume 4, Number 2

This page intentionally left blank.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Table of Contents

Introduction.....	1
Commentary.....	2
Current Initiatives.....	4
Public Transit Bus Operators.....	6
Omnitrans.....	6
OmniConnect.....	7
Omnitrans CTSA.....	8
Victor Valley Transit Authority.....	9
VVTA CTSA.....	10
VVTA Vanpool Program.....	11
Basin Transit.....	12
Mountain Transit.....	13
Needles Transit Services.....	14
Rail.....	15
Metrolink.....	15
Arrow.....	16
Other Modes.....	17
SBCTA Multimodal Programs.....	17

This page intentionally left blank.

Introduction

All of San Bernardino County's public transit programs are showing steady, continuing recovery of ridership from low points in the summer of 2020, near the outset of the COVID-19 pandemic. This iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT (Volume 4, Number 2), Second Quarter (October, November, December) of Fiscal Year 2022/2023 (FY 22/23) contrasts performance with the first quarter (July, August, September) of FY 22/23. Three years of public transportation performance provide additional context. Current initiatives by the operators to grow ridership and enhance community-level and regional transit services are also reported.

This report has two primary purposes in informing San Bernardino County policy makers, members of the general public and interested stakeholders:

1. To provide high-level information about specific transportation services and programs available.
2. To report on current initiatives and to track trends in key performance indicators.

The County's Public Transportation Modes and Programs

San Bernardino County, during this quarter, is served by six public transit operators, providing rail, fixed-route bus services, microtransit and Americans with Disabilities Act (ADA) complementary paratransit services. The new Metrolink Arrow

Exhibit 1, San Bernardino County Public Transit Bus Operators



San Bernardino-Redlands train service commenced in October 2022. Its first quarter of service is presented in this report. The five bus operators are depicted in Exhibit 1.

- **Metrolink** – Providing passenger rail service across a 538-mile network throughout the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura. Metrolink launched the Arrow service in October, adding nine additional miles, four new stations, new Diesel Multiple Unit (DMU) trains and connecting Downtown San Bernardino with the University of Redlands.
- **Omnitrans** – Providing services in the San Bernardino Valley, connecting to Riverside and Los Angeles counties.
- **Victor Valley Transit Authority (VVTA)** – Providing services in the Greater Victor Valley and the Barstow area, connecting to the San Bernardino Valley.
- **Basin Transit (Previously Morongo Basin Transit Authority)** – Providing services in Twentynine Palms, Yucca Valley, Joshua Tree and the Morongo Valley communities, connecting to the Coachella Valley.
- **Mountain Transit** – Providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.
- **Needles Transit Services** – Providing services within the City of Needles and limited connections into Arizona.

Three additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Service Agencies (CTSAs) programs** – Specialized transportation services administered by Omnitrans and VVTA.
- **Vanpool programs** – Programs are operated by San Bernardino County Transportation Authority (SBCTA) and VVTA.
- **IE Commuter** – A Rideshare program of SBCTA and Riverside County Transportation Commission (RCTC).

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Commentary

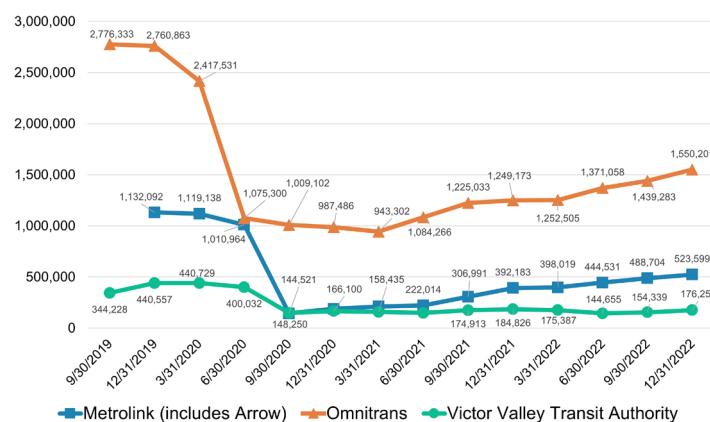
Transit Ridership Is Climbing

During the second quarter of FY 22/23, San Bernardino County transit operators provided more than 2.8 million trips systemwide. This is a 15% systemwide increase in ridership over the previous quarter and nearly 80% over the low points of June 2020 (Exhibit 2). Performance varied by operator, particularly among the smaller providers, but with the overall ridership swinging upwards.

Among the large transit operators, the trends of the second quarter continued. Together, Metrolink, Omnitrans and VVTA added 197,600 more trips over the first quarter of FY 22/23 (Exhibit 3). Metrolink ridership increased by 2% over the prior quarter, to 532,000 passengers on its San Bernardino lines (including the new Arrow service). Omnitrans realized an 8% ridership increase, providing 1.5 million trips. VVTA's ridership increased substantially, up 44% to more than 255,000 trips provided during the second quarter. Some of this trip increase can be attributed to VVTA's free fare promotion during October. This is detailed in the following pages.

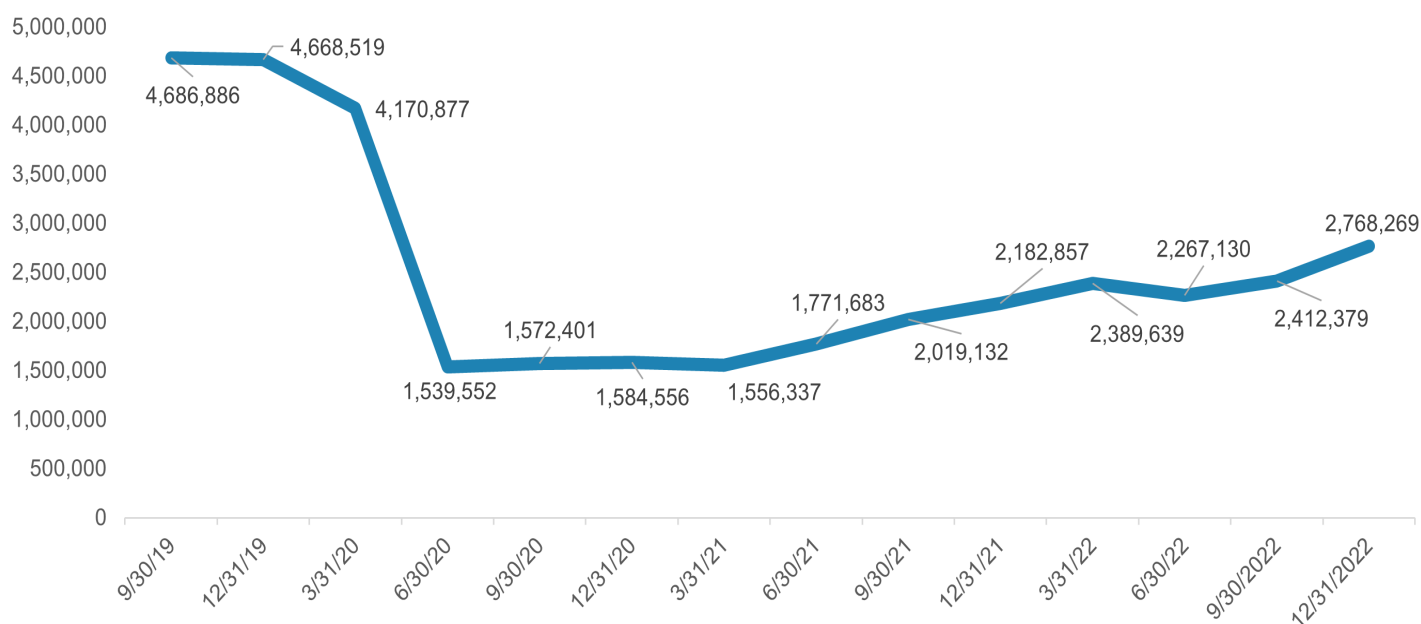
San Bernardino County's three smaller operators provided nearly 274,000 trips during the second quarter (Exhibit 4).

Exhibit 3, Larger Operators' Quarterly Ridership



The newly named Basin Transit (formerly Morongo Basin Transit Authority) held steady with a 2% ridership increase over the prior quarter, providing almost 42,000 trips. Mountain Transit provided 175,000 more trips than the first quarter, a 350% increase due to the start of the winter ski season and contracted service for Big Bear Mountain Resort. Needles Transit was the one operator to see a loss in ridership, dropping 7% and providing 400 fewer trips during the second quarter. The uncharacteristically cold and rainy season likely contributed to the drop in Needles' ridership.

Exhibit 2, Countywide Quarterly Ridership Total, All Transit Modes



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Exhibit 4, Smaller Operators' Quarterly Ridership

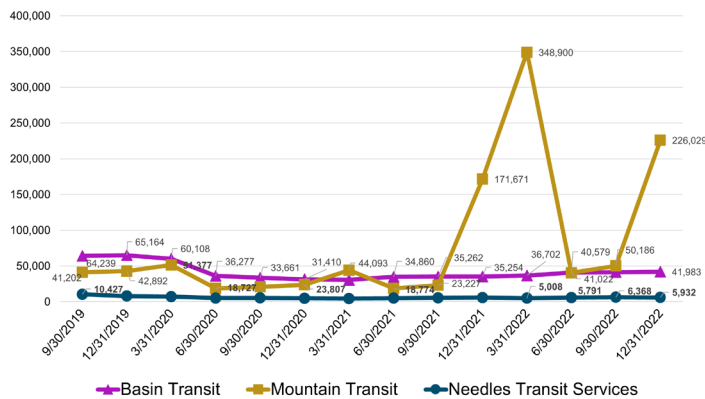


Exhibit 5, Smaller Programs' Quarterly Ridership

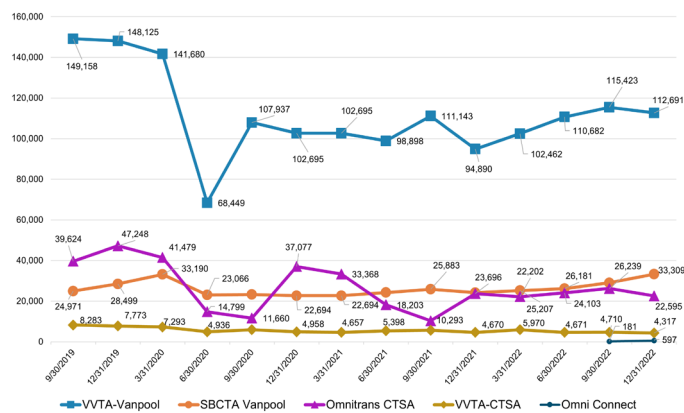
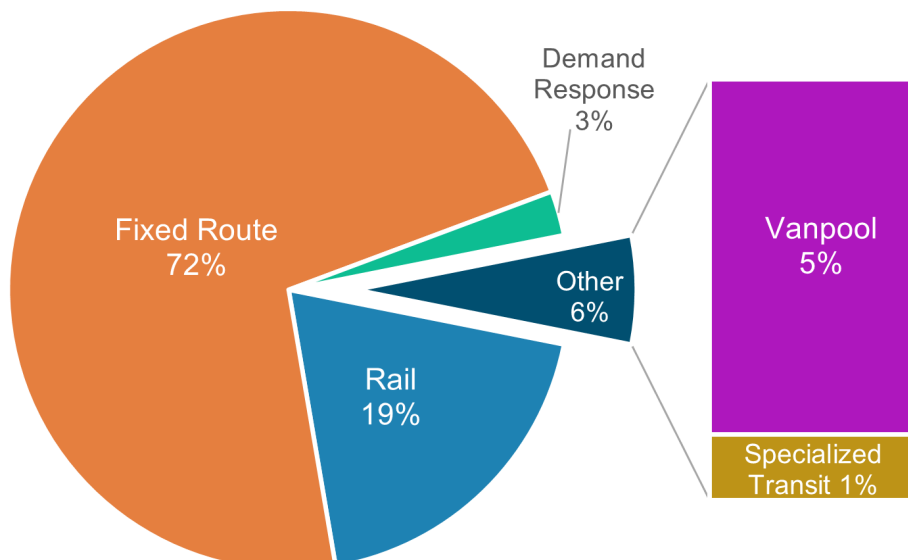


Exhibit 6, Trips by Mode, Second Quarter FY 22/23 – 2.8 Million Trips



Among the smaller transportation programs, performance varied (Exhibit 5). VVTA's vanpool program provided 2% fewer trips in the second quarter, while SBCTA's SB Loop vanpool program grew trips by 15%. Omnitrans CTSA's ridership of older adults and persons with disabilities saw 14% fewer trips made, and VVTA CTSA's clientele ridership dropped by 8%. Omnitrans' new SB Connect, which connects the San Bernardino Transit Center with downtown, provided 58 trips during its first quarter of service. ONT Connect increased trips by 198%, up to 539 trips provided.

Ridership by Mode Split

Across all modes, San Bernardino County operators provided a considerable 2.8 million trips during the second quarter. The fixed-route proportion of trips, at 72%, is a slight increase of the share compared to the previous quarter and represents nearly 2 million trips (Exhibit 6). Rail, with more than 532,000 trips in the second quarter, dropped from 22% to 19% of all trips provided. Smaller services maintained their proportion of total trips provided. Demand response services, including microtransit, continued at 3% of all trips provided, or more than 71,000 trips. The nearly 150,000 vanpool trips represent 5% of countywide trips, and the CTSA specialized transportation services' almost 27,000 trips are 1% of all trips provided.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Current Initiatives

San Bernardino County operators are increasing mobility for riders through increased service options and enhanced fare programs. This section reports on two countywide fare promotions, fare promotions for VVTA and recent initiatives for Metrolink's Arrow service.

SBCTA Champions Countywide Free Fares for Students

On April 4, the SBCTA Board approved offering ongoing free fares on public transit for students grades K-12. Students will ride for free on public transit buses of any County operator, except for commuter services.

In Needles, the free fare initiative will extend to Palo Verde College students, in addition to K-12 students.

Metrolink will be initiating a U-Pass program that allows college students to ride free with their college student ID.

Transit Equity Day

For the second year, SBCTA and San Bernardino County's operators recognized Transit Equity Day (TED). TED is celebrated on February 4th in honor of Rosa Parks' birthday and is a national day of action to promote public transit as a civil right and a strategy to combat climate change. This year TED fell on a Saturday.

All County transit operators offered free fares on transit services to celebrate the day. SBCTA reimbursed operators for the TED free fares. Metrolink offered free fares systemwide — across all six lines.

Through the SBCTA Multimodal Working Group, SBCTA and County operators developed marketing materials to promote TED and free fares. The event was promoted on operator websites, social media, on transit vehicles and at stations.

Together, San Bernardino County operators provided more than 22,500 free one-way trips on Transit Equity Day. Exhibit 7 details available performance data, including a 67% increase in ridership from the previous Saturday countywide. Basin Transit, Needles Transit Services and Omnitrans saw significant increases over the previous Saturday's ridership.

Other notable metrics include:

- Systemwide, Metrolink provided 19,824 trips, 177% more than the previous Saturday.
- Needles Area Transit provided 52% more trips on TED than the previous Saturday.
- All operators provided more trips on TED 2023 compared to an average Saturday in January — 45% more trips, in fact.

Exhibit 7, Transit Equity Day 2023 Performance by Operator and Compared to Prior Saturdays

Operator/Service	One-way Passenger Trips/Boardings				
	TED 2/4/23 ²	Previous Saturday	Change from TED	Avg. Saturday in January	Change from TED
Basin Transit	215	177	21%	186	16%
Metrolink SBL (Arrow included)	6,515	-	-	2,422	169%
Metrolink IEOC	1,542	-	-	204	656%
Mountain Transit ¹	67	75	-11%	60	12%
Needles Transit Services	73	48	52%	32	128%
Omnitrans	12,582	11,408	10%	11,265	12%
Victor Valley Transit Authority	1,574	1,826	-14%	1,416	11%
San Bernardino County Total	22,568	13,534	67%	15,585	45%
Metrolink Systemwide	19,824	6,891	188%	5,778	243.1%

¹ Mountain Transit does not run OTM on Saturdays.

² TED fell on a Saturday this year and a Friday in 2022.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

VVTA Expands Free-Fare Promotions

VVTA continues to enhance access to its services through free-fare promotions for students and microtransit riders. VVTA is now partnering with Excelsior Charter Schools in the Victor Valley to offer fare-free transit for students. Other registered students already receiving free fares include Options for Youth, Victor Valley College and Cal State San Bernardino students.

The six-month promotional program with Excelsior Charter will enable free fares for students enrolled in the following Excelsior campuses through the end of the school year: Victorville Main, Victorville North, Barstow and Phelan. Students simply present their current student ID to the bus operator upon boarding.

Micro-Link, VVTA's microtransit service was free of charge from February 27 – March 31, 2023 (Exhibit 8). Micro-Link is an on-demand shared transit service operating in two areas in Victorville and Hesperia. This curb-to-curb service takes riders anywhere 6:00 a.m. – 8:00 p.m., Monday through Friday, within a specific zoned area for just \$4 per ride. During March, the fare was \$0 for all riders, for every trip.

Exhibit 8, Promotion for VVTA's Micro-Link Free Fares



Arrow Fare Initiatives

Metrolink, in partnership with SBCTA, provided two fare promotions as it launched the new Arrow service.

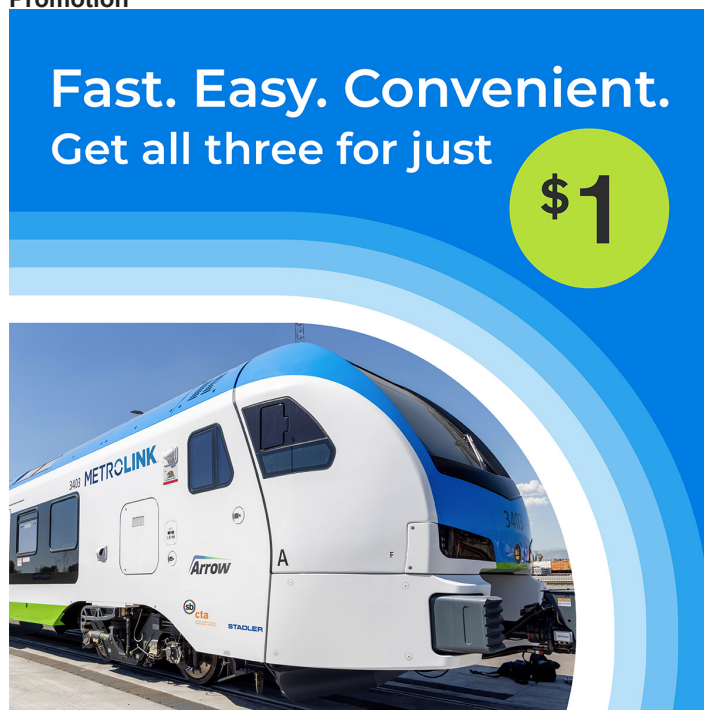
During February and March, Metrolink offered \$1 round-trip fare on the new Arrow service (Exhibit 9). The \$1 tickets were available on the Metrolink mobile app and via Metrolink ticket machines located at Arrow stations. The promotional fare applied only to round-trip tickets with origins and destinations between two of the five Arrow stops.

A second promotion offered complimentary passes to University of Redlands faculty, staff and students during January and February. The Redlands-University Station is the terminus of the Arrow service.

The discounted fare programs were subsidized by grant funding through the Low Carbon Transit Operations Program (LCTOP) administered by Caltrans.

Metrolink is continuing to develop new fare products for the Arrow service.

Exhibit 9, Promotion for Arrow's \$1 Round-Trip Fare Promotion



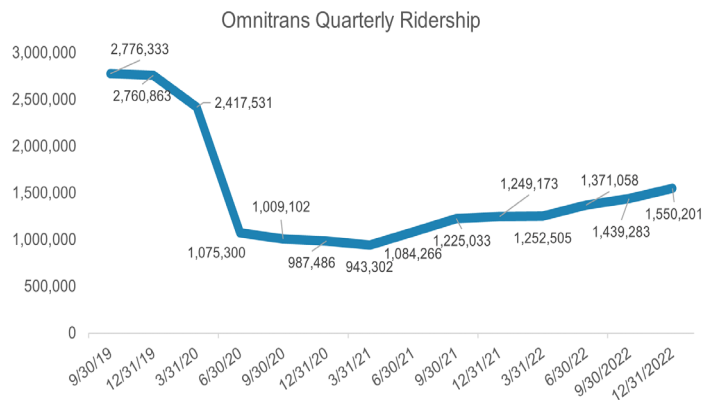
SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Commentary and Trends

Omnitrans' ridership increased 8% in the second quarter of FY 22/23, with more than 1.5 million trips provided. Fixed-route was the one service to see growth, providing 8% more trips than the previous quarter. Demand response provided 5% fewer trips in this quarter-over-quarter comparison.

Revenue hours and miles increased by 3% and 13%, respectively, while there was a slight drop of 2% in operating costs.



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Total Passenger Trips	1,439,283	1,550,201	8%
Fixed-Route Trips ²	1,402,602	1,515,223	8%
Demand Response Trips	36,681	34,978	-5%
SYSTEM Performance			
Revenue Hours	135,861	140,406	3%
Passengers per Rev Hour	10.6	11.0	4%
Revenue Miles	1,875,886	1,922,443	2%
Passengers per Rev Mile	0.77	0.81	5%
Passenger Miles	7,311,199	8,253,009	13%
Average Trip Length (miles)	5.08	5.32	5%
OPERATIONS Expense			
Total Operating Cost	\$19,819,171	\$19,466,431	-2%
Passenger Revenue	\$3,980,264	\$4,430,323	11%
Farebox Recovery Ratio Systemwide	20.1%	22.8%	13%
Subsidy/Pass Trip – Systemwide	\$11.00	\$9.70	-12%
Fixed-Route Cost per Trip	\$11.92	\$10.85	-9%
Demand Response Cost per Trip	\$84.43	\$86.73	3%
FLEET Characteristics			
Vehicles in Peak Service	(Includes sbX)	(Includes sbX)	
Fixed-Route	97	97	
Demand Response	40	40	
Total Vehicles in Peak Service	137	137	
Service Area Square Mileage	463	463	
Vehicles per Square Mile	0.30	0.30	

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.

² OmniConnect performance data is also counted as fixed-route trips for Omnitrans services and should not be double counted.



OmniConnect Shuttle Services:

ONT Connect

SB Connect

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Omitrans' new shuttle services, OmniConnect, includes two routes, ONT Connect (Route 380) and SB Connect (Route 300), that provide multimodal connections.

ONT Connect (Route 380) provides nonstop service between the Rancho Cucamonga Metrolink Station and Ontario International Airport. The service began August 2022.

SB Connect (Route 300) serves Arrow and Metrolink rail service at San Bernardino Transit Center and downtown San Bernardino. The service commenced in October 2022, in concert with the launch of Metrolink's Arrow service.

During the second quarter of FY 22/23, OmniConnect services increased by 230%, primarily attributed to the 198% increase

in ONT Connect services. ONT Connect provided 539 trips during the second quarter of FY 22/23.

The increase in trips contributed to increases in revenue hours and miles, as well as operating costs.

Of note, fare revenue includes an allocation of Measure I that is counted towards farebox recovery passenger revenue. This contributes to the significant \$30,400 passenger revenue for the second quarter.

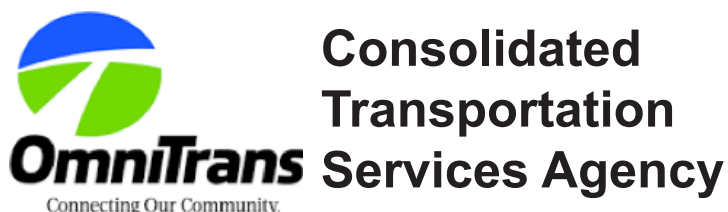
Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
Total Passenger Trips²	181	597	230%
Route 300 SB Connect	N/A: Launched October	58	—
Route 380 ONT Connect	181	539	198%
Performance			
Revenue Hours	890	2,019	127%
Passengers per Rev Hour	0.2	0.3	45%
Revenue Miles	9,522	19,366	103%
Passengers per Rev Mile	0.02	0.03	62%
OPERATIONS Expense			
Total Operating Cost	\$102,166	\$218,688	114%
Passenger Revenue	\$13,895	\$30,423	119%
Farebox Recovery Ratio	13.6%	13.9%	2%
Subsidy per Pass Trip	\$487.69	\$315.35	-35%

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.

² OmniConnect performance data is also counted as fixed-route trips for Omitrans services and should not be double counted.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

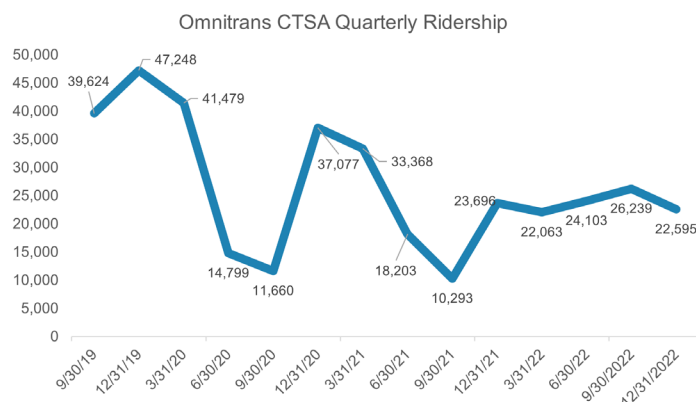


Commentary and Trends

During the second quarter of FY 22/23, the Omnitrans CTSA services saw reduced tripmaking to the overall program, with more than 22,500 trips provided. This represents a 14% reduction from the previous quarter. Performance, however, varied by specific partners.

The TREP Mileage Reimbursement Program saw a 28% reduction in trips, down to 2,500 trips provided. The Uber/Taxi Ride program provided more than 1,600 trips this quarter, a 58% increase. Ridership also increased for the City of Chino.

Reductions were seen for the other transportation programs, most notably the City of Grand Terrace, which has paused the transportation program while they search for a driver, and the City of Redlands as they move toward ending the program.



Performance

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
TOTAL TRIPS	26,239	22,595	-14%
TREP Mileage Reimbursement Trips	3,546	2,558	-28%
Uber/Taxi Ride Program Trips	1,062	1,675	58%
Travel Training Program*	0	0	—
Regional Mobility Partnership (RMP) Trips	21,631	18,362	-15%
Anthesis	7,092	6,892	-3%
Lutheran Social Services	290	163	-44%
City of Grand Terrace**	1,430	0	-100%
City of Redlands***	135	66	-51%
AgingNext	4,288	3,503	-18%
OPARC	3,987	3,622	-9%
City of Chino	1,587	1,745	10%
Highland Senior Center	1,146	1,039	-9%
Loma Linda University Adult Day Health	1,676	1,332	-21%
City of Ontario****		0	—
City of Rialto****		0	—
FAP****		0	—

*This program was temporarily suspended for safety/health concerns during the COVID-19 pandemic. It has resumed as of March 2023.

**No ridership to report as this transportation program is in the process of hiring a new driver.

***Transportation program for the City of Redlands ended December 2022.

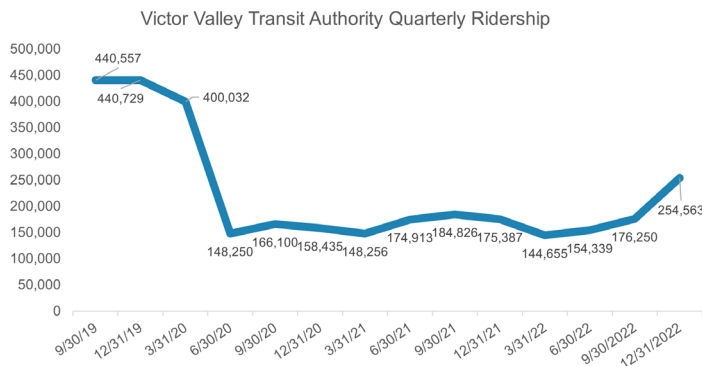
****New Regional Mobility Partnership contracts have been executed. Partners are in the process of starting their programs.



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

VVTA's ridership is recovering! VVTA's services increased by 44% over the first quarter of FY 22/23, with more than 254,500 trips systemwide. Increases were seen on only the fixed-route services, with a notable 57% more trips provided. Some fixed-route trip increase can be attributed to VVTA's free fare promotion during October. Commuter bus trips dropped by 11% and demand response trips fell slightly. Revenue hours increased by 27% as VVTA was able to field more drivers and reinstitute service. Revenue miles increased as well, up 30%, with 15 additional vehicles brought back into service.



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Total Passenger Trips	176,250	254,563	44%
Fixed-Route Trips	138,871	218,280	57%
Commuter Bus Trips	9,222	8,179	-11%
Demand Response Trips	28,157	28,104	0%
SYSTEM Performance [excludes vanpool revenue hours & miles]			
Revenue Hours	47,321	60,126	27%
Passengers per Rev Hour	3.7	4.2	14%
Revenue Miles	828,152	1,075,718	30%
Passengers per Rev Mile	0.21	0.24	11%
OPERATIONS Expense [excludes vanpool expense & revenue]			
Total Transit Operating Cost	\$7,916,620	\$7,970,072	1%
Passenger Revenue	\$516,027	\$450,085	-13%
Farebox Recovery Ratio Systemwide	6.5%	5.6%	-13%
Subsidy/Pass Trip – Systemwide	\$41.99	\$29.54	-30%
Fixed-Route Cost per Trip	\$43.97	\$28.51	-35%
Commuter Bus Cost per Trip	\$24.32	\$29.04	19%
Demand Response Cost per Trip	\$56.34	\$53.68	-5%
FLEET Characteristics			
Vehicles in Peak Service	Includes 7 Electric Vehicles	Includes 7 Electric Vehicles	
Fixed-Route	32	47	
Commuter	6	6	
Demand Response	27	30	
Total Vehicles in Peak Service	65	83	
Service Area Square Mileage	1,082	1,082	
Vehicles per Square Mile	0.07	0.07	

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.



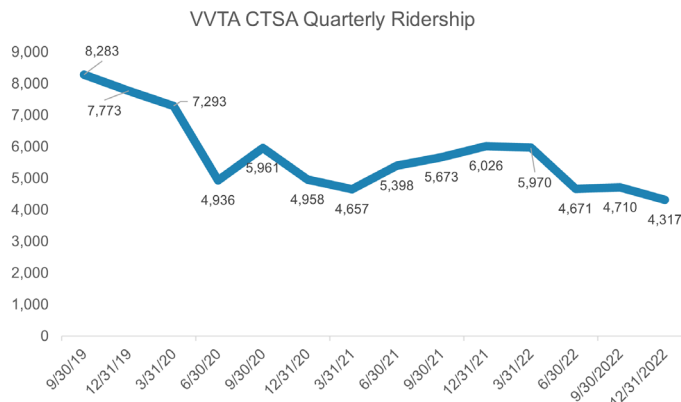
Consolidated Transportation Services Agency

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Ridership across VVTA's CTSA programs dropped during the second quarter of FY 22/23. Together, these specialized programs provided just over 4,300 trips, 8% fewer trips than the previous quarter.

Most nonprofit providers saw trip increases, most notably the Bonnie Baker Senior Center, which provided 24 trips, a 500% increase over the first quarter. VVTA's new Needles Taxi Partnership program did not provide any trips during the second quarter. The Transit Ambassador Program saw an increase of 28% over the first quarter.



Performance

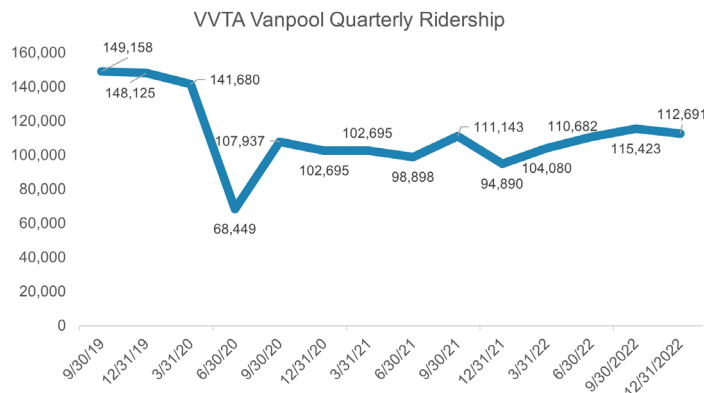
	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
TOTAL TRIPS	4,710	4,317	-8%
TRIP Program	3,325	2,821	-15%
Nonprofit Providers	904	921	2%
<i>Foothill AIDS Project</i>	273	264	-3%
<i>Abundant Living Church</i>	570	571	0%
<i>Trona Community and Senior Center</i>	57	62	9%
<i>Bonnie Baker Senior Center</i>	4	24	500%
Travel Training Program	182	176	-3%
Fare Media Scholarship Program	299	399	33%
TOTAL CAR TRIPS	4	0	-100%
VVTA's Needles Taxi Partnership	4	0	-100%
TOTAL MILES	90,198	72,787	-19%
TRIP Program	90,198	72,787	-19%
TOTAL HOURS	39	50	
Transit Ambassador Program	39	50	28%



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

VVTA's vanpool program grew by 5% in the second quarter of FY 22/23 — up to 188 vanpools. Revenue miles remained static while revenue hours and passenger miles dropped slightly, by 1% and 2%, respectively. More than 112,600 trips were provided on VVTA vanpools during the second quarter of FY 22/23, a 2% drop in trips.



Performance

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
Performance			
Number of Vanpools	179	188	5%
Revenue Miles	1,214,988	1,212,657	0%
Revenue Hours	24,590	24,226	-1%
Unlinked Passenger Trips	115,423	112,691	-2%
Passenger Miles	5,864,435	5,753,867	-2%
Subsidies Disbursed	\$310,269	\$330,196	6%
Passenger Fares	\$348,756	\$326,834	-6%



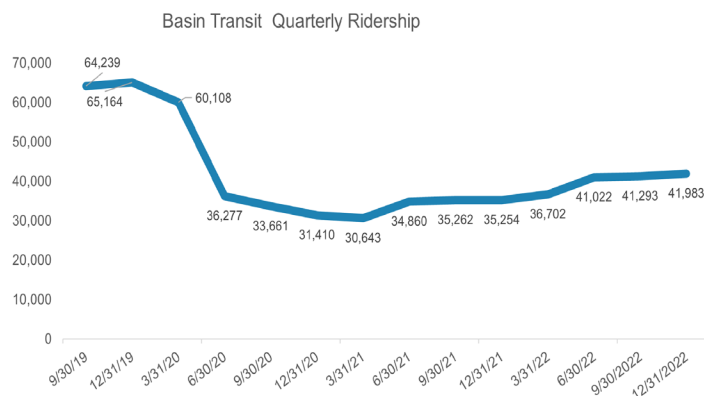
SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

During the second quarter of FY 22/23, Basin Transit's (formerly Morongo Basin Transit Authority) ridership increased by 2%, up to nearly 42,000 trips. Both fixed-route and commuter bus services provided more trips in the second quarter, up 2% and 14%, respectively. Demand response trips dropped significantly by 10%, down to about 3,200 trips provided.

Systemwide operating costs decreased by 7% and passenger revenue increased by 37% in the second quarter.

The TREP mileage reimbursement program provided 8% fewer trips, but added 14 clients during the second quarter.



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Total Passenger Trips	41,293	41,983	2%
Fixed-Route Trips	35,890	36,657	2%
Commuter Bus Trips	1,842	2,105	14%
Demand Response Trips	3,561	3,221	-10%
SYSTEM Performance			
Revenue Hours	7,949	8,042	1%
Passengers per Rev Hour	5.2	5.2	0%
Revenue Miles	159,199	158,999	0%
Passengers per Rev Mile	0.26	0.26	2%
OPERATIONS Expense			
Total Operating Cost	\$1,193,665	\$1,115,057	-7%
Passenger Revenue	\$58,305	\$79,655	37%
Farebox Recovery Ratio Systemwide	4.9%	7.1%	46%
Subsidy/Pass Trip – Systemwide	\$27.50	\$24.66	-10%
Fixed-Route Cost per Trip	\$24.18	\$22.18	-8%
Commuter Bus Cost per Trip	\$54.55	\$43.69	-20%
Demand Response Cost per Trip	\$63.61	\$22.18	-65%
TREP Mileage Reimbursement Program			
TREP Clients	164	178	9%
TREP Trips	1,425	1,313	-8%
TREP Miles Reimbursed	26,326	25,851	-2%
Mileage Reimbursement Cost	\$7,898	\$7,755	-2%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route/Commuter		9	
Demand Response		4	
Total Vehicles in Peak Service		13	
Service Area Square Mileage		1,300	
Vehicles per Square Mile		0.01	

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

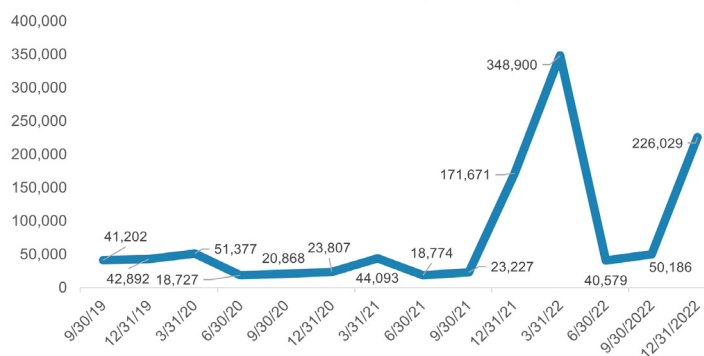


Commentary and Trends

Mountain Transit's ridership continues to climb, following a significant drop at the end of the winter season. Trips during the FY 22/23 second quarter were up 350%, to more than 226,000 trips provided. The large increase in ridership is attributed to the ski season traffic in the area and Mountain Transit's shuttling services contract with Big Bear Mountain Resorts. Increases were seen on fixed-route service, up 389%, and demand response service, up 21%, while commuter bus service dropped by 2% compared to the first quarter.

Trip increases contributed to a significant increase in fare revenues, up 63% over the first quarter.

Mountain Transit Quarterly Ridership



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Total Passenger Trips	50,186	226,029	350%
Fixed-Route Trips	45,100	220,383	389%
Commuter Bus Trips	2,243	2,192	-2%
Demand Response Trips	2,843	3,454	21%
SYSTEM Performance			
Revenue Hours	11,067	13,340	21%
Passengers per Rev Hour	4.5	16.9	274%
Revenue Miles	179,710	193,573	8%
Passengers per Rev Mile	0.28	1.17	318%
OPERATIONS Expense			
Total Operating Cost	\$893,607	\$922,312	3%
Passenger Revenue	\$209,756	\$340,920	63%
Farebox Recovery Ratio Systemwide	23.5%	37.0%	57%
Subsidy/Pass Trip – Systemwide	\$13.63	\$2.57	-81%
Fixed-Route Cost per Trip	\$51.31	\$3.14	-94%
Commuter Bus Cost per Trip	\$134.30	\$40.11	-70%
Demand Response Cost per Trip	\$201.56	\$41.39	-79%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route	7	12	
Demand Response	2	4	
Off the Mountain	2	2	
Seasonal Service	0	12	
Airport Shuttle	1	1	
Trolley Vehicle	0	0	
Total Vehicles in Peak Service	12	31	
Service Area Square Mileage	269	269	
Vehicles per Square Mile	0.05	0.05	

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.



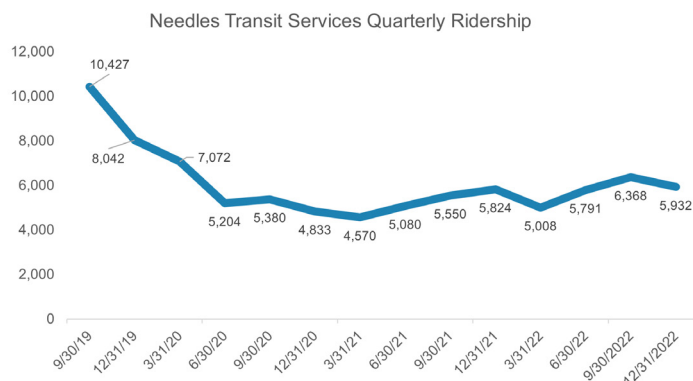
Needles Transit Services

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators

Commentary and Trends

Needles Transit Services saw ridership fall during the second quarter of FY 22/23, down 7% to nearly 6,000 trips. Ridership fell on both fixed-route and demand response services, down by 4% and 15%, respectively. This drop in trips was most likely caused by several cold and rainy months.

While trips provided fell, revenue hours and miles increased. Operating costs did not change in this quarter-to-quarter comparison. The reduction in trips contributed to a significant 54% reduction in passenger fare revenue.



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Total Passenger Trips	6,368	5,932	-7%
Fixed-Route Trips	4,700	4,521	-4%
Demand Response Trips	1,668	1,411	-15%
SYSTEM Performance			
Revenue Hours	1,205	1,266	5%
Passengers per Rev Hour	5.3	4.7	%
Revenue Miles	15,879	16,126	2%
Passengers per Rev Mile	0.40	0.37	-8%
OPERATIONS Expense			
Total Operating Cost	\$139,481	\$139,066	0%
Passenger Revenue	\$11,633	\$5,302	-54%
Farebox Recovery Ratio Systemwide	8.3%	3.8%	-54%
Subsidy/Pass Trip – Systemwide	\$20.08	\$22.55	12%
Fixed-Route Cost per Trip	\$22.00	\$23.59	7%
Demand Response Cost per Trip	\$14.67	\$19.21	31%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route		1	
Demand Response		1	
Total Vehicles in Peak Service		2	
Service Area Square Mileage		31	
Vehicles per Square Mile		0.06	

¹ Extracted from TransTrack Manager Quarterly Scorecard during March 2023.

METROLINK

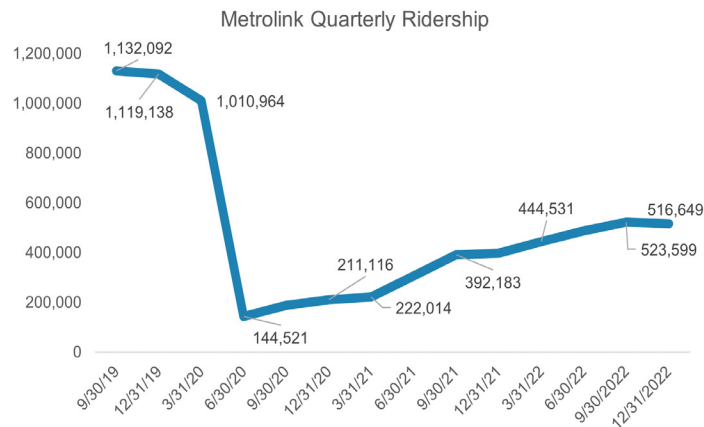
Commentary and Trends

Metrolink's ridership increased on the San Bernardino Line (SBL) during the second quarter of FY 22/23, with nearly 400,000, or 4%, trips provided. Ridership on the Inland Empire Orange County Line (IEOCL) dropped by 15% to more than 125,700 trips provided.

Combined, Metrolink provided more than 516,600 trips on the SBL and IEOCL, a 1% reduction in trips from the first quarter.

Boardings increased at San Bernardino County Stations on the SBL, but dropped on the IEOCL by 11%. Average passenger trip length dropped for both lines, by 1% on the SBL and 12% on the IEOCL. There was no change in the number of trains operated on either line, compared to the previous quarter.

Operating costs are not yet available for FY 22/23.



Performance¹

	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Passenger Boardings by Line			
TOTAL San Bernardino Line	375,232	390,886	4%
TOTAL Inland Empire Orange County (IEOC) Line	148,367	125,763	-15%
Boardings at San Bernardino County Stations:			
San Bernardino Line	110,513	119,613	8%
IEOC Line	4,016	3,573	-11%
Riverside Line	6,447	6,804	6%
FINANCIAL - Total San Bernardino Line w/ MOW¹			
Operating Cost SB Line			
Farebox Revenue SB Line	N/A	N/A	
Farebox Recovery Ratio SB Line			
FINANCIAL - Total IEOC Line w/ MOW¹			
Operating Cost IEOC Line			
Farebox Revenue IEOC Line	N/A	N/A	
Farebox Recovery Ratio IEOC Line			
PERFORMANCE MEASURES - San Bernardino Line			
Passenger Miles	13,470,077	14,032,380	4%
Average Passenger Trip Length	36.3	35.9	-1%
PERFORMANCE MEASURES - IEOC Line			
Passenger Miles	5,441,986	5,441,986	0%
Average Passenger Trip Length	36.1	31.6	-12%
SERVICE LEVELS			
San Bernardino Line			
# of trains per weekday WB	18	18	
# of trains per weekday EB	18	18	
# of trains per Saturday WB/EB	8	8	
# of trains per Sunday WB/EB	8	8	
IEOC Line - with stops in San Bernardino County			
# of trains per weekday WB	7	7	
# of trains per weekday EB	7	7	
# of trains per weekend WB	2	2	
# of trains per weekend EB	2	2	

¹ Metrolink conducts reconciliation on an annual, not quarterly, basis. Figures presented here are subject to change following the reconciliation process.



Commentary and Trends

Metrolink's Arrow service launched October 24, 2023, adding nine miles of track and four new stations. Arrow connects Downtown San Bernardino with the University of Redlands Metrolink Station, with stops at the San Bernardino – Tippecanoe Station, Redlands – Esri Station, and Redlands – Downtown Station.

Arrow trains run daily from 5 a.m. to 9 p.m., every 30 minutes early morning and evening and every 60 minutes mid-morning to mid-afternoon.

Arrow trains are brand new Diesel Multiple Units, or DMUs. They are powered by smaller, lower-emission diesel engines for a quieter and more energy-efficient ride.

During its first quarter of operation — the second quarter of FY 22/23 — Arrow provided more than 15,300 trips and 154,400 passenger miles.

Financial information and additional performance measures will be reported here in subsequent Quarterly Reports.

Performance¹

	2nd Quarter (Oct-Nov-Dec)
	Current Year FY 22/23
Passenger Boardings	
Total Passenger Boardings	15,357
FINANCIAL	
Operating Cost	
Farebox Revenue	N/A
Farebox Recovery Ratio	
PERFORMANCE MEASURES - Arrow	
Passenger Miles	154,459
Average Passenger Trip Length	9.9
SERVICE LEVELS	
# of trains per weekday WB	25
# of trains per weekday EB	25
# of trains per Saturday WB/EB	16
# of trains per Sunday WB/EB	16

¹ Metrolink conducts reconciliation on an annual, not quarterly, basis. Figures presented here are subject to change following the reconciliation process.



cta

San Bernardino County
Transportation Authority

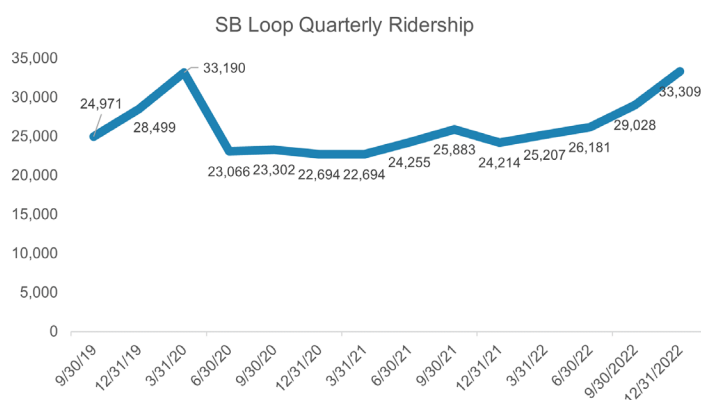


Commentary and Trends SB Loop

During the second quarter of FY 22/23, SBCTA's SB Loop gained three vanpools. The program now has 66 vanpools, a 5% increase from the first quarter. Passenger trips increased by 15% to more than 33,300 trips provided. Passenger miles increased 18% to more than 1.3 million miles traveled on vanpools during the first quarter.

Performance

SB Loop	1st Quarter (Jul-Aug-Sep)	2nd Quarter (Oct-Nov-Dec)	
	Prior Quarter FY 22/23	Current Year FY 22/23	% change from 1st Quarter
SYSTEM Totals			
Number of Vanpools	63	66	5%
Vanpool Passenger Trips	29,028	33,309	15%
SYSTEM Performance			
Passenger Miles	1,144,085	1,348,665	18%
Passengers/Rev Miles	39.41	40.5	3%
OPERATIONS Expense			
Subsidies Disbursed	\$71,935	\$78,400	9%
Passenger Revenue	\$248,470	\$269,426	8%
Subsidy per Passenger Trip	\$2.48	\$2.35	-5%
Average Cost per Passenger Trip	\$11.04	\$10.44	-5%



Rideshare

IE Commuter is a rideshare program of RCTC and SBCTA, working to reduce traffic and improve air quality in the region by helping businesses develop employee rideshare programs.

Rideshare metrics do not compare in the same way as other transit data does. Program performance is more useful when compared on an annual basis.

During the second quarter, more than 1,000 individuals participated in IE Commuter incentive programs. Their ridesharing resulted in more than 37,700 vehicle trip reductions and 1.1 million reduced vehicle miles traveled, reducing emissions by 1.2 million pounds of greenhouse gasses.

During this quarter, Inland Empire Health Plan (IEHP), one of the largest participating employers, conducted their Annual Vehicle Ridership (AVR) survey, and reported nearly 25,000 telework trips, resulting in a reduction of more than 1.6 million vehicle miles traveled and more than 1.8 million greenhouse gas emissions.

Performance

IE Commuter	Prior Year	Current Year	
	Prior Quarter FY 22/23	Current Quarter FY 22/23	% change from 1st Quarter
PROGRAM Totals			
Total Number of Employers	142	112	-21%
Total Number of Employer Worksites	837	759	-9%
Total Number of IE Commuter Accounts	100,878	114,726	14%
Number of Accounts Active for Ridematching	9,719	10,601	9%
EMPLOYER Totals*			
Total Employers Surveyed	16	5	-69%
Total Commuters Surveyed	22,522	3,620	-84%
Vehicle Trip Reductions (VTR)	342,498	177,788	-48%
Vehicle Miles Traveled (VMT) Reduced	3,956,654	21,722,077	449%
Greenhouse Gas Emissions (GHG) Reduced (lbs)	4,531,969	24,880,596	449%
INCENTIVE Totals			
Total Participants	821	1,103	34%
Vehicle Trip Reductions (VTR)	45,953	37,746	-18%
Vehicle Miles Traveled (VMT) Reduced	1,510,185	1,108,862	-27%
Greenhouse Gas Emissions (GHG) Reduced (lbs)	1,729,774	1,270,098	-27%

*Employer totals fluctuate month-to-month due to varying dates employers are required to survey per local air district rules.

FY 2022/2023 Second Quarter Multimodal Transportation Quarterly Update

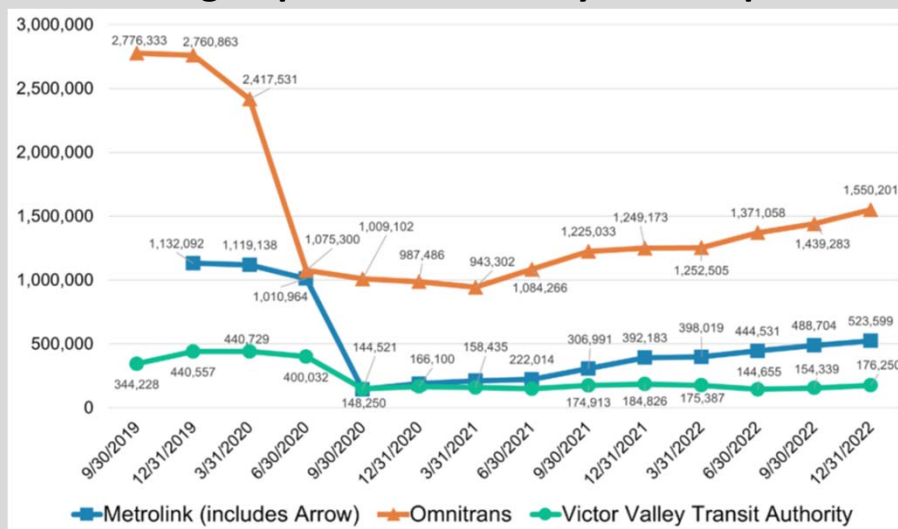
Nancy Strickert
Transit Manager



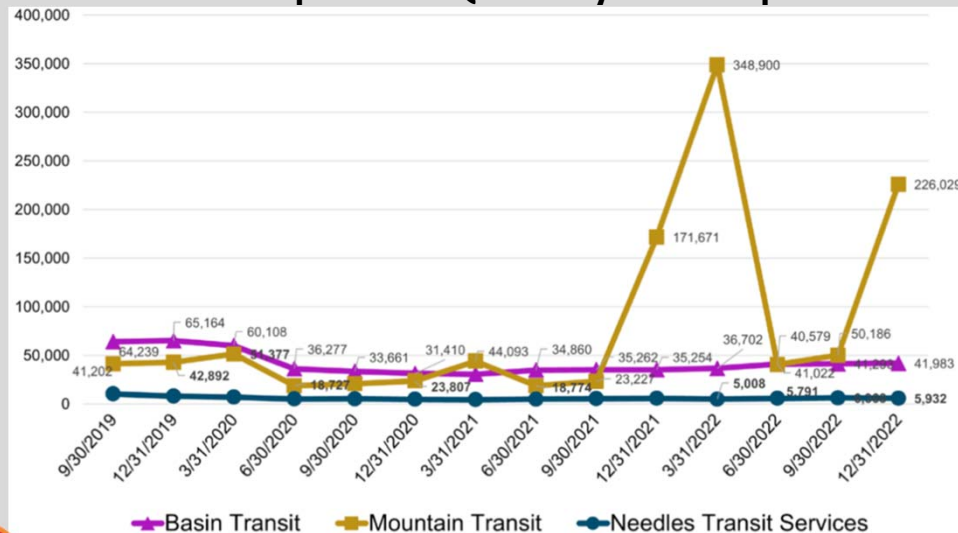
Countywide Quarterly Ridership Total (All Modes)

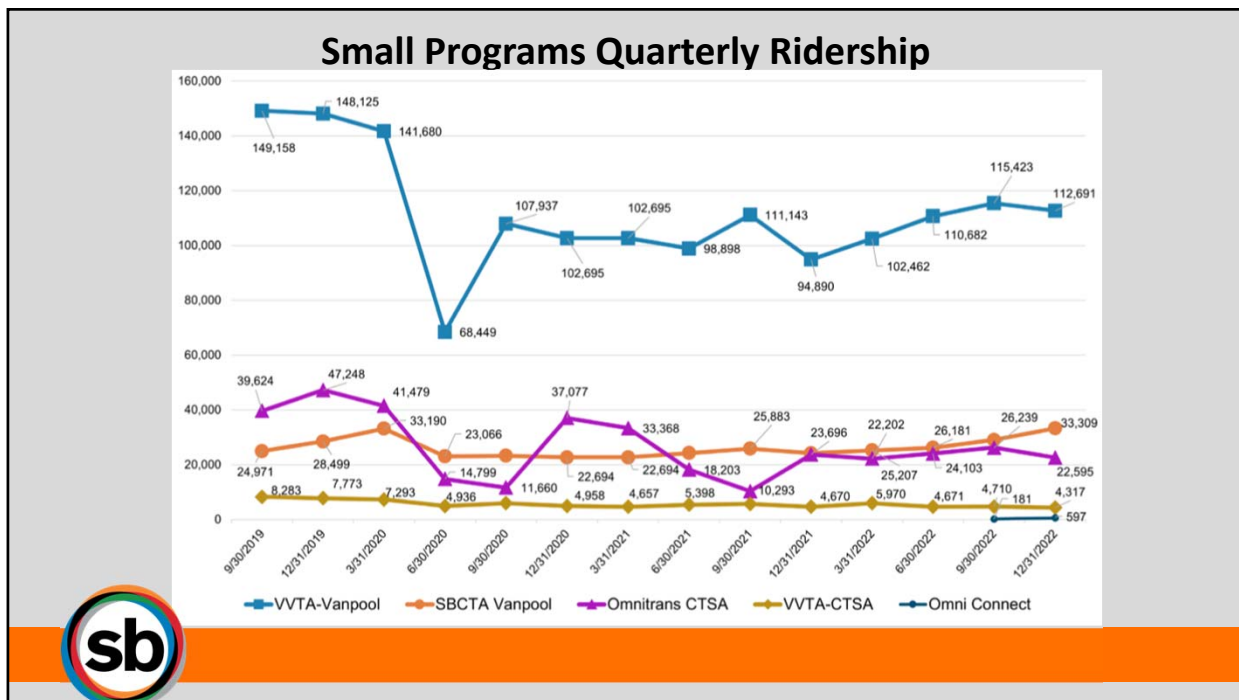


Large Operators Quarterly Ridership



Small Operators Quarterly Ridership





Minute Action

AGENDA ITEM: 7

Date: May 11, 2023

Subject:

Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2023/2024 for Metrolink Service

Recommendation:

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2023/2024, with a total SBCTA annual subsidy totaling \$47,317,986 for: Operating assistance in the amount of \$29,264,114, State of Good Repair (formerly referred to as Rehabilitation) assistance in the amount of \$15,050,752, and New Capital assistance in the amount of \$3,003,120.

B. Approve the SCRRA Fiscal Year 2023/2024 Working Capital Long Term Loan Request in the amount of \$5,330,000, contingent on the development and subsequent approval of an associated policy by the SCRRA Board of Directors and concurrence from all five (5) Member Agencies.

C. Approve the funding allocations to support funding for Recommendation A, totaling \$47,317,986, to fund SBCTA's annual subsidy of the FY 2023/2024 Budget: \$29,264,114 of Valley Local Transportation Funds (LTF), \$2,198,902 of State Transit Assistance-Operator (STA-Op) funds, \$15,559,586 of Federal Transit Administration, Section 5337 funds, and \$295,384 of Senate Bill 1 State of Good Repair – Operator (SB1 SGR-Op) funds.

D. Approve the funding allocation to support funding for Recommendation B, totaling \$5,330,000 of Valley LTF to fund SBCTA's share of the FY 2023/2024 Working Capital Long Term Loan.

E. Approve a budget amendment to the Fiscal Year 2023/2024 Budget, Task No. 0314 Transit Operations, by \$4,264,114 in Valley LTF and by \$2,198,902 in STA-Op funds for a total net increase of \$6,463,016.

F. Approve replacing \$495,652 of STA-Op funding, previously budgeted and allocated as part of the FY 2018/2019 Budget, with \$495,652 of SB1 SGR-Op funds, for a no-net increase for that fiscal year.

Background:

The Southern California Regional Rail Authority (SCRRA) Joint Powers Authority (JPA), requires a preliminary budget to be presented to the member agencies by May 1st of each year. Adoption of the final SCRRA budget by the SCRRA Board of Directors (Board) 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), Los Angeles County Metropolitan Transportation Authority (Metro), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC), and Ventura County Transportation Commission (VCTC). Formal development of the Fiscal Year (FY) 2023/2024 Budget began in early 2023, with budget development updates presented to the

Entity: San Bernardino County Transportation Authority

SCRRA Member Agency Advisory Committee (MAAC) in March and April 2023. There are two key funding sources for the operating budget: 1) fare revenue from riders; and 2) corresponding subsidies from member agencies. The designation of the novel coronavirus (COVID-19) as a pandemic by the World Health Organization and subsequent national, state and local declarations of emergency in March 2020, led to a precipitous decline in ridership in response to health guidelines and have continued beyond initial expectations, including telework as an ongoing form of work, recovering office occupancy rates, and overall shift in demand. While many companies have lifted stay-at-home orders and federal and state mandates related to social distancing and wearing of masks have been lifted, ridership and subsequent fare revenues have continued to perform under budget. As a result, the impact of COVID-19 has significantly disrupted the budget process and impeded SCRRA's ability to transmit a completed Proposed FY 2023/2024 Budget by the deadline prescribed by the JPA.

On April 28, 2023, the SCRRA Board of Directors approved the deferral of the FY 2023/2024 Budget transmittal to May 26, 2023 to allow for additional time to complete development and respond to all Member Agency questions and comments. **As the FY 2023/2024 Budget has not yet been formally transmitted to the Member Agencies at the time of this item presentation, it should be noted that the Budget presented today is a draft and will not be considered final until formally approved by all five (5) Member Agencies. Any modifications of the final approved FY 2023/2024 Budget will be noted and presented to the SBCTA Board of Directors.**

The first budget update presented to SBCTA, at the staff level was at a scheduled one-on-one meeting between SBCTA and SCRRA on March 23, 2023, followed by an updated presentation to the scheduled Member Agency Advisory Committee (MAAC) on April 6, 2023. The Operations staff was provided with a preliminary FY 2023/2024 system-wide operating statement that included estimated fare revenue and total expenses for FY 2023/2024. For the FY 2023/2024 State of Good Repair (SGR) and New Capital, staff was provided with a proposed list of projects, which included the description and cost for each project, and allowed for a period of review and comment by each Member Agency. SCRRA staff responded to questions and comments received from Member Agencies throughout the month of April.

Year-to-Date for the eight (8) months ended February 2023, system-wide revenue recovery was budgeted at 59 percent, while the actual recovery is 40 percent. This variance creates a fare box revenue shortfall from the budget of \$9.5 million. In Table 1 on the following page, the chart shows the percent of the total fare box revenue contributed by each of the Operating Lines through February, and the percentage by which each line deviates from the budget.

Table 1. FY23 Budget vs Actual Fare box Revenue by Line

Year to Date through FEB 2023							
LINE	BUDGET	% of Total Budgeted Revenue	ACTUAL	% of Total Actual Revenue	VARIANCE FAV/(UNFAV)	% Variance from Budget	
San Bernardino County	\$ 8,393,061	28%	\$ 5,722,002	28%	\$ (2,671,059)	-32%	
Ventura County	1,811,772	6%	1,469,218	7%	(342,554)	-19%	
Antelope Valley	4,972,607	17%	3,261,730	16%	(1,710,877)	-34%	
Riverside County	1,820,410	6%	1,393,319	7%	(427,091)	-23%	
Orange County	5,729,776	19%	4,603,024	23%	(1,126,752)	-20%	
Inland-Empire/OC	4,067,895	14%	1,985,791	10%	(2,082,104)	-51%	
91 Line	3,104,544	10%	1,947,826	10%	(1,156,718)	-37%	
TOTAL	\$ 29,900,065	100%	\$ 20,382,909	100%	\$ (9,517,155)	-32%	

Year-to-Date system-wide ridership was forecasted at a recovery of 58 percent, while actual ridership recovery is 42 percent. Table 2 below, displays the percent of the total ridership carried by each line through February 2023, and the percentage by which each line deviates from the forecast.

Table 2. FY23 Forecast vs Actual Ridership by Line

Year to Date through FEB 2023						
LINE	Forecasted Boardings	% of Forecasted Boardings	ACTUAL Boardings	% of Total Actual Boardings	VARIANCE FAV/(UNFAV)	% Variance from Budget
San Bernardino County	1,426,186	31%	1,016,259	31%	(409,927)	-29%
Ventura County	283,093	6%	259,247	8%	(23,846)	-8%
Antelope Valley	839,760	18%	553,828	17%	(285,932)	-34%
Riverside County	233,490	5%	167,075	5%	(66,415)	-28%
Orange County	794,871	17%	639,234	19%	(155,636)	-20%
Inland-Empire/OC	605,844	13%	356,723	11%	(249,120)	-41%
91 Line	401,811	9%	301,331	9%	(100,480)	-25%
TOTAL	4,585,054	100%	3,293,697	100%	(1,291,357)	-28%

In response to the effects of the COVID-19 pandemic, and related decline in Metrolink ridership, as well as ongoing delay between projected recovery in the November 2021 analysis and actual ridership, SCRRA worked with third-party consultants, KPMG and Sperry Capital, to develop a new forecast for FY 2022/2023 through FY 2026/2027 (Ridership and Revenue Forecast FY 2022/2023 – FY 2026/2027). This allows SCRRA to better reflect ridership recovery and anticipate revenue for future budget developments, beginning with this FY 2023/2024 Preliminary Budget. This forecast included the development of three (3) scenarios: High, Medium and Low growth scenarios. The results of this forecast were presented to the SCRRA Board of Directors on February 24, 2023, where the Board unanimously adopted the use of the Low Growth Scenario for the FY 2023/2024 Budget. Figure 1 and Table 3 on the following page, shows a high-level overview of the three (3) growth scenarios and how they compared to the November 2021 forecast.

Figure 1. Ridership Recovery Scenario Comparison

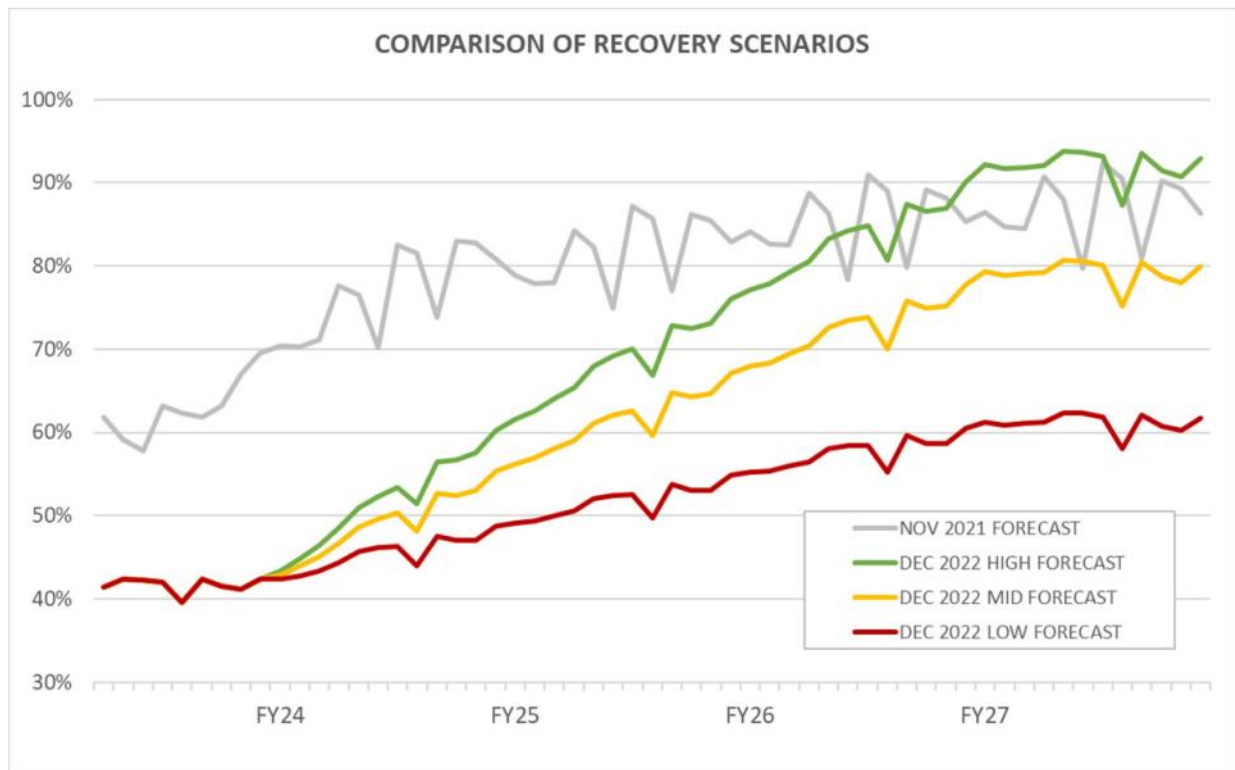


Table 3. Ridership Recovery Scenario Percentage Comparison

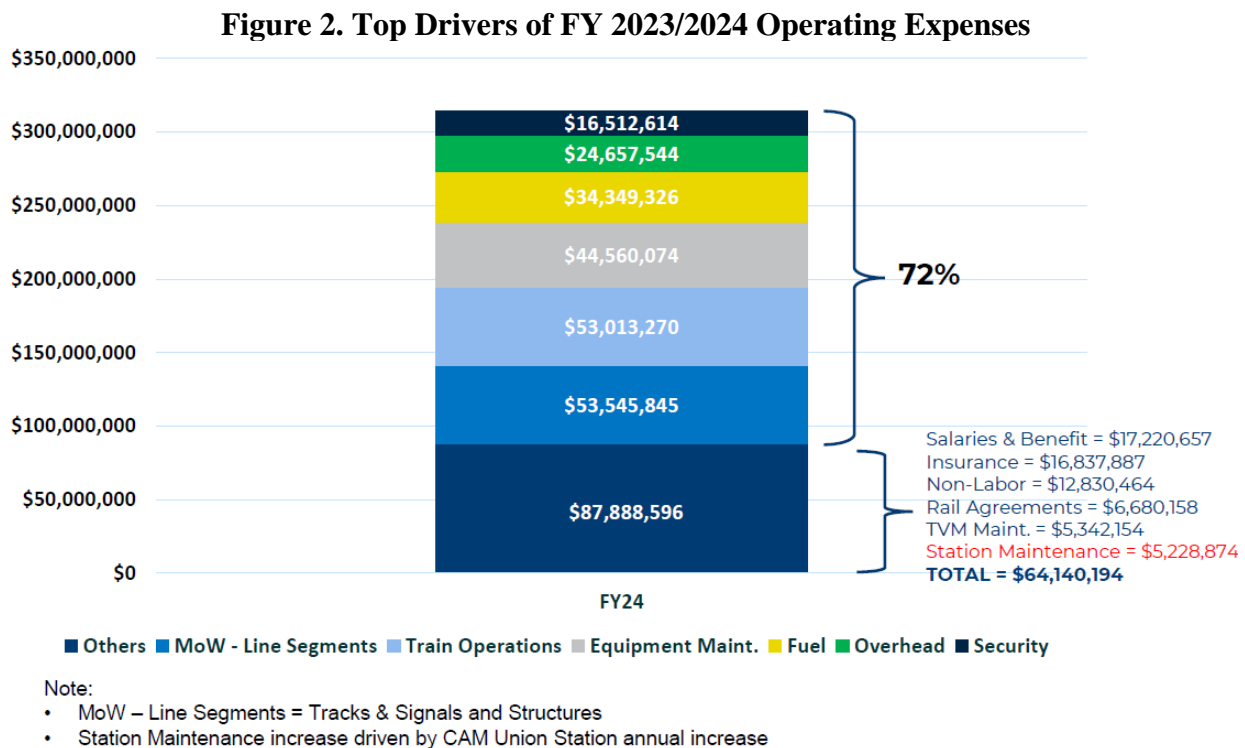
Scenario	FY24	FY25	FY26	FY27
High Growth	52%	69%	83%	92%
Medium Growth	49%	61%	72%	79%
Low Growth	45%	52%	58%	61%
Nov 2021 Forecast	77%	82%	85%	87%

Under the Low Growth Scenario, ridership is anticipated to be 45 percent of its pre-pandemic ridership by the end of this FY, with 61 percent anticipated by FY 2026/2027. At the time of this report, ridership recovery has consistently hovered between 40-43 percent since June 2022. The FY 2023/2024 Preliminary Budget Request assumes full service restoration before the end of the FY. Ridership will continue to be closely monitored and any change to service levels will be based on load factors and ridership.

Although SCRRA has deferred the formal approval and transmittal of the Preliminary FY 2023/2024 Budget, Member Agencies have been provided with the proposed Capital, SGR (formerly referred to as Rehabilitation) and Operating costs. The proposed costs and the intended request is attached hereto as the presentation in Attachment A and includes new budgetary authority of approximately \$480.5 million. The proposed budget consists of operating budget authority of approximately \$260.4 million, an increase compared to the FY 2022/2023

Adopted Budget, which was \$230 million. The Capital Program authority totals approximately \$170.16 million, an increase compared to the FY 2022/2023 Adopted Budget of \$106.6 million. The SGR Program has been reduced to include critical and high priority needs; maintenance of the equipment and infrastructure in a state of good repair is the focus. SCRRA is requesting SBCTA to provide the following subsidy amounts; \$29,264,114 for Operating, \$15,050,752 for SGR Projects, \$3,003,120 for New Capital Projects, which focuses on facilities, rolling stock, information technology, and business systems, as well as \$5,330,000 Working Capital Long Term Loan, a first of its kind request as part of the annual preliminary budget request. The fund sources are identified in Recommendations C and D.

SBCTA's share of the FY 2023/2024 operations subsidy increased by \$4,039,371 from the FY 2022/2023 Adopted Budget, or 16 percent, which is largely driven by the decrease in projected fare box revenues, as well as other key factors, such as an increase of approximately \$87.9 million in rail agreements, station and ticket vending device maintenance, salaries and benefits, and insurance, \$53.6 million in maintenance-of-way, \$53 million in train operations, \$44.6 million in equipment maintenance, as well as a combined \$76.6 million increase in the cost of fuel, overhead and security. Figure 2 below provides a breakdown of these costs.



This operating budget request includes the FY 2023/2024 funding needed to continue the Metrolink San Bernardino Line Fare Discount Program, which has been ongoing since July 2018. It should be noted that the total operating assistance allocation requested in Recommendation A does not include operational expenses for Arrow Service. The FY 2023/2024 Preliminary Budget Request for Arrow Service will be presented as a separate item. SBCTA originally budgeted \$25 million to accommodate the potential FY 2023/2024 operating budget during the annual budgeting process. With the latest operating San Bernardino County Transportation Authority

subsidy increase, the budget amendment identified in Recommendation E will provide SBCTA the financial capacity to support SBCTA's subsidy share.

SCRRA has provided a cash flow for the SGR Program and the New Capital Program over the next four (4) fiscal years in the Proposed FY 2023/2024 Budget. The combined request reflects an increase of 60 percent in SBCTA's share as compared to the FY 2022/2023 Adopted Budget. The SGR Program allows for the railroad to be maintained in a state of good repair, including track and structure projects, systems, rolling stock, and facilities improvements. Projects are prioritized and optimized to address the most pressing system-wide rehabilitation needs. The FY 2023/2024 SGR proposed amount of approximately \$149.3 million, of which \$15.1 million is SBCTA's share, does not include drawdown on the existing State of Good Repair (SGR) backlog, as identified in the Metrolink Rehabilitation Plan (MRP), which was developed in 2018 by SCRRA staff and is regularly updated based on need and data identified in the subsequent SGR Financial Plan, developed in 2021 by SCRRA staff. The objective of the program is to rehabilitate and replace the most critical priorities of aging track, railroad structures, vehicles, and facilities currently in use by Metrolink's daily commuter rail service, Amtrak service, other railroad partner services and to maintain on-time service. This plan identified a substantial backlog of rehabilitation needs, the current backlog amount is approximately \$600 million and has an on-going annual need of \$96.1 million in 2023 dollars.

These numbers have not yet been broken down by Member Agency, however; the 2018 MRP shows SBCTA's share of the backlog at an estimated \$70 million with the annual need estimated at \$12.1 million in 2021 dollars; these figures will be increased according to the SGR Financial Plan. With the approval of Senate Bill 1 (SB1), SCRRA directly receives approximately \$295,000 annually from SB1 State of Good Repair-Operator Share (SGR-Op) funds, plus SBCTA receives approximately \$2.4 million of SB1 SGR-Population Share funding that is programmed for both bus and rail needs based on need and project eligibility to Valley-area projects, and could be used to help fund the backlog. This is in addition to an estimated \$15 million apportionment of Federal Transit Administration Section 5337 funds that SBCTA receives annually for Valley-area rail rehabilitation needs. The cash flow for State of Good Repair requests over the next four (4) years is shown in Table 4 below; however, SBCTA would be committing the full four-year funding up front with this proposed subsidy allocation. A detailed list of SGR projects is available by Member Agency and by line in Attachment B.

Table 4. SGR Cash Flow for FY 2023/2024 through FY 2026/2027

Cash Basis	METRO	OCTA	RCTC	SBCTA	/CTC	OTHER	TOTAL
FY24 State of Good Repair	\$86.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$149.3M
CASH OUTLAY							
2023-24	\$4.3M	\$1.3M	\$0.7M	\$0.8M	\$0.4M	\$0.0M	\$7.5M
2024-25	\$30.2M	\$8.9M	\$4.7M	\$5.3M	\$3.1M	\$0.0M	\$52.3M
2025-26	\$25.9M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$44.8M
2026-27	\$25.9M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$44.8M
Totals	\$86.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$149.3M

Note: Numbers may not foot due to rounding

The New Capital authorization request for FY 2023/2024 was identified as necessary for safe and efficient rail operations. The proposed projects total approximately \$20.86 million, of which approximately \$3 million is SBCTA's share. A listing of the individual projects, their location and description are provided in Attachment C. Table 5 below shows the cash flow of New Capital projects over the next four (4) years.

Table 5. New Capital Cash Flow for FY 2023/2024 through FY 2026/2027

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 New Capital	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M
	CASH OUTLAY						
2023-24	\$0.5M	\$0.2M	\$0.1M	\$0.2M	\$0.1M	\$0.0M	\$1.0M
2024-25	\$3.5M	\$1.4M	\$0.8M	\$1.1M	\$0.5M	\$0.0M	\$7.3M
2025-26	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
2026-27	\$3.0M	\$1.2M	\$0.7M	\$0.9M	\$0.5M	\$0.0M	\$6.3M
Totals	\$9.9M	\$4.1M	\$2.3M	\$3.0M	\$1.5M	\$0.0M	\$20.9M

Completion of the FY 2023/2024 Proposed SGR and New Capital Program projects are multi-year in nature. As such, the funding for the Proposed FY 2023/2024 Budget may be viewed as each having a four-year funding commitment, which would have the estimated cash flow impact over the subsequent fiscal years; however, SBCTA would be committing the full four-year funding up front with this proposed subsidy allocation.

As part of the FY 2023/2024 Preliminary Budget Request, SCRRA is requesting a Working Capital Long Term Loan in the amount of \$50 million, allocated by Member Agency based on track miles owned, making SBCTA's share \$5,330,000. The goal of this request is two-fold: 1) to use as a cash flow mechanism for SGR and New Capital Projects that are grant based; and 2) to serve as a cash flow reserve, as required by the SCRRA Board of Directors. Cash flow for these types of projects are challenging due to the timing of grant reimbursement, which averages 4.5 months and the risk of delaying projects without having adequate cash on hand to move projects forward. Historically, SCRRA has utilized operating funds to support such projects, which is neither standard, nor best practice. To improve business practices and remain in compliance with SCRRA Board-required cash reserves, SCRRA is requesting this Working Capital Long Term Loan as a more sustainable cash flow mechanism. While SBCTA acknowledges SCRRA's cash flow challenges and agrees with the need for a separate fund source with which to advance projects forward, staff believes this request warrants a policy-level discussion by the SCRRA Board before approval and disbursement by Member Agencies. As these funds are intended to be an ongoing request as part of the annual budget process, a policy is necessary to formally define the need as part of the formal budget process, including the handling and use, tracking and reporting requirements to Member Agencies, determine how these funds are to be replenished and/or repaid, as well as internal controls and improvements to be made by SCRRA, such as invoicing practices, to address cash flow challenges on their end. As such, staff recommends that the Working Capital Long Term Loan request be approved contingent upon the development and approval of the SCRRA Board, as well as concurrence by the Member Agencies.

Transit Committee Agenda Item

May 11, 2023

Page 8

Due to the existing cost sharing formulas used by SCRRA, which distributes costs amongst the Member Agencies for system-wide and San Bernardino Line expenses, the full transmittal of SBCTA's allocation for Operating, SGR and New Capital Programs, as well as Working Capital Long Term Loan is contingent upon each of the five (5) Member Agencies approving their full financial contribution, as part of SCRRA's FY 2023/2024 Preliminary Budget Request, as well as adoption by the SCRRA Board on May 27, 2022.

As part of the FY 2021/2022 SCRRA allocation, the Board approved the replacement of \$495,652 of SB1 SGR-Op funds that were previously allocated as part of the FY 2018/2019 Budget with State Transit Assistance-Operator Share funds for rehabilitation projects that were delayed due to impacts of COVID-19 and to prevent the lapsing of funds. SCRRA has been able to make progress on the rehabilitation projects, removing the risk of lapsing funds. Recommendation E would reinstate the original allocation of SB1 SGR-Op funds for the FY 2018/2019 Budget.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget but, requires a FY 2023/2024 Budget Amendment, increasing Task No. 0314, Transit Operations, by \$4,264,114 in Valley Local Transportation Funds (1040) and by \$2,198,902 in State Transit Assistance - Operator (STA-OP funds (1050).

Reviewed By:

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

Responsible Staff:

Rebekah Soto, Multimodal Mobility Programs Administrator

Approved
Transit Committee
Date: May 11, 2023

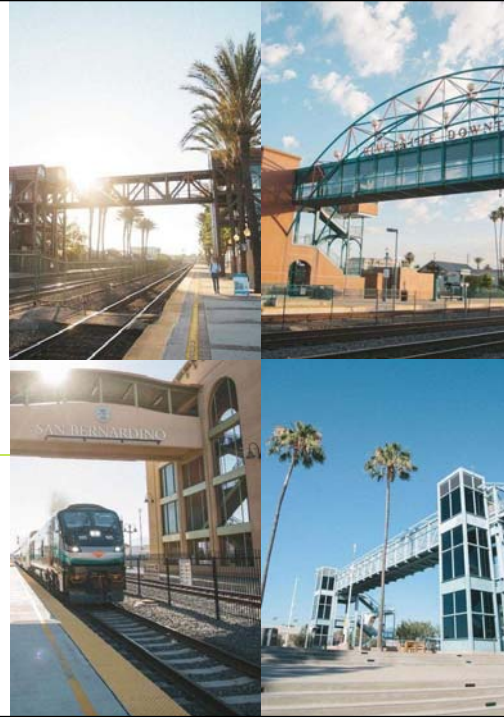
Witnessed By:

SBCTA

UPDATED Proposed FY24 Operations & Capital Budgets

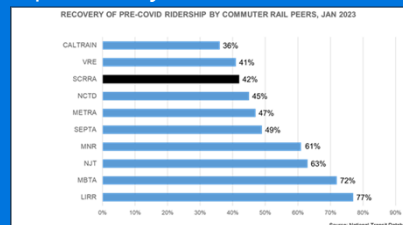
April 12, 2023

METROLINK



Transit Industry Ridership Woes

- BART ridership recovery at **~37%**, projects they will not reach 70% of pre-COVID ridership for 10 years.
- METRA ridership fell 97% with COVID "Stay At Home Orders". Recovered **47%** pre-COVID weekday ridership.
- SEPTA ridership recovery at **~49%**.
- MBTA ridership recovery at **~72%**.
- CALTRAIN ridership recovery at **~36%**.





Financial Challenges Ahead

- Regional / Commuter ridership continues to lag pre-COVID numbers.
- Lower Ridership = Lower Revenue.
- Communications technology has enabled more workers to perform their daily jobs from home or other remote locations.
- Demand for peak period commuting is evolving.
- Metrolink Federal Relief funds have been exhausted in FY23.
- Majority of the Operational costs are fixed.
- Financial Challenges are placing a Burden on Member Agencies.
- Metrolink's, like other transit agencies, fiscal cliff is looming.



FY24 Budget Assumptions

Service Level:

- Metrolink's Board direction to return to 100% Pre-Pandemic Service Level.
- Full Codeshare (Pending Rail-2-Rail Agreement with LOSSAN)
- Arrow Service is a Separate Budget

Revenue: (Revenue Constraints)

- Revenue / Ridership based on Sperry Capital / KPMG Low Forecast Scenario
- No Fare Increases
- New Fare Promotions

Expenses:

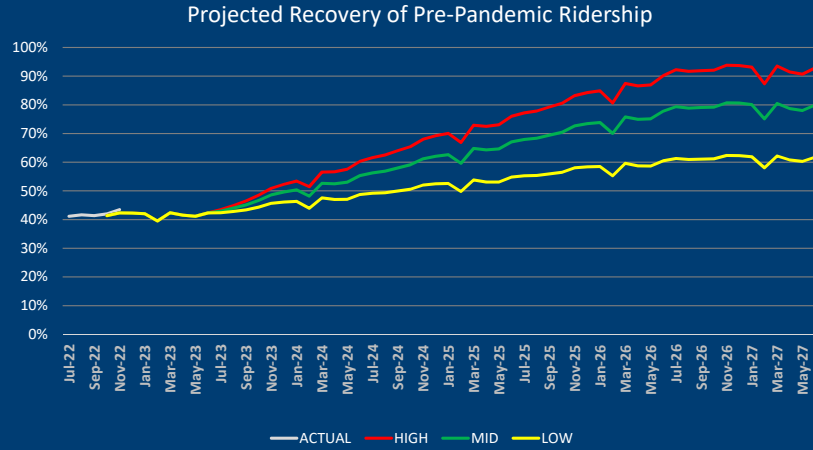
- Contractor Increases only as Mandated by Agreements
- No New FTE Headcount
- 5.0% Merit Pool (No COLA)

Reporting:

- Monthly
- Formal Mid-Year Budget Review
- Arrow Service Monthly Budget & Revenue / Ridership

Ridership Recovery Scenarios

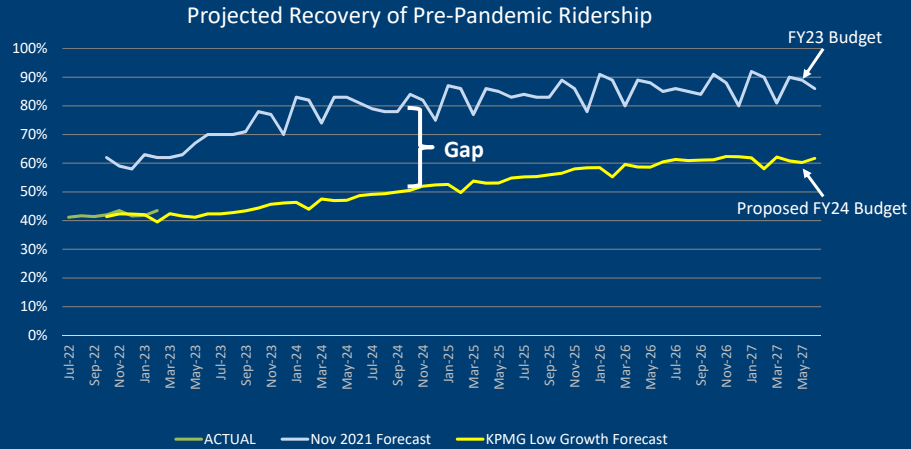
(KPMG/Sperry Dec 2022)



METROLINK

Revenue/Ridership Recovery Scenarios

(KPMG/Sperry Dec 2022)



The "Gap" (\$11.5M) creates a Revenue shortfall that must be covered within the FY24 Budget.

METROLINK

Proposed FY24 Operations Budget

METROLINK



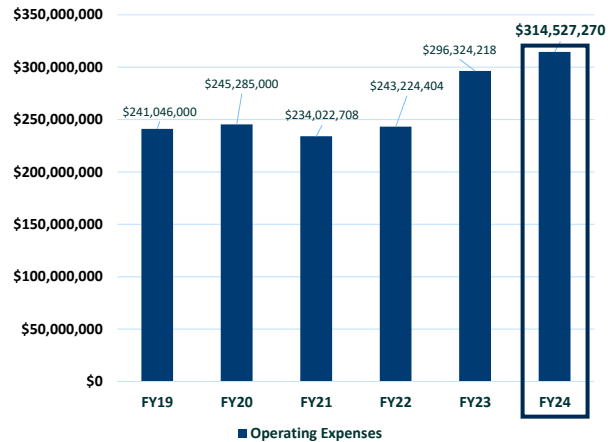
Proposed FY24 Operating Budget Overview

- Operating Revenue - **\$54.2M**
 - Decrease from FY23 of **\$12.3M** or **18.5%**
- Total Expenses - **\$314.5M**
 - Increase from FY23 of **\$18.2M** or **6.1%**
- Member Agency Support - **\$260.3M**
 - Increase from FY23 of **\$30.5M** or **13.3%**
- Working Capital - **\$50.0M**
 - New request to address Cashflow Challenges

METROLINK



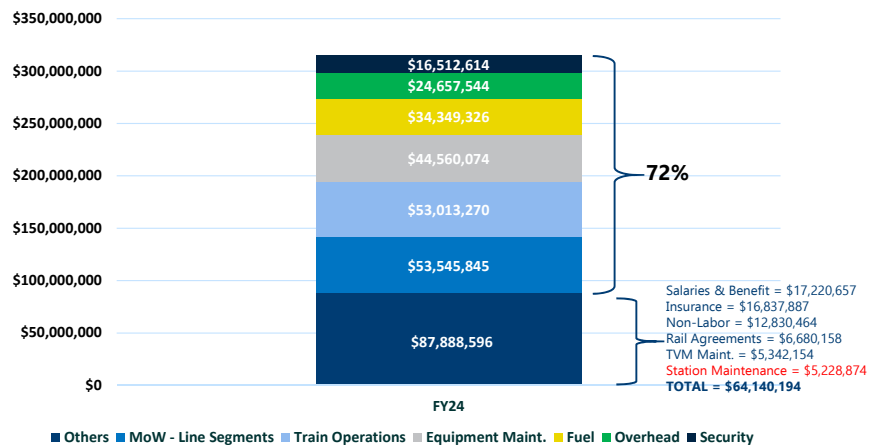
Operating Expenses FY19 – FY24



Notes:

- FY19, FY20, FY21, & FY22 Actuals
- FY23 & FY24 Budgets not Actuals

Top Drivers of \$314M Operating Expenses - FY24

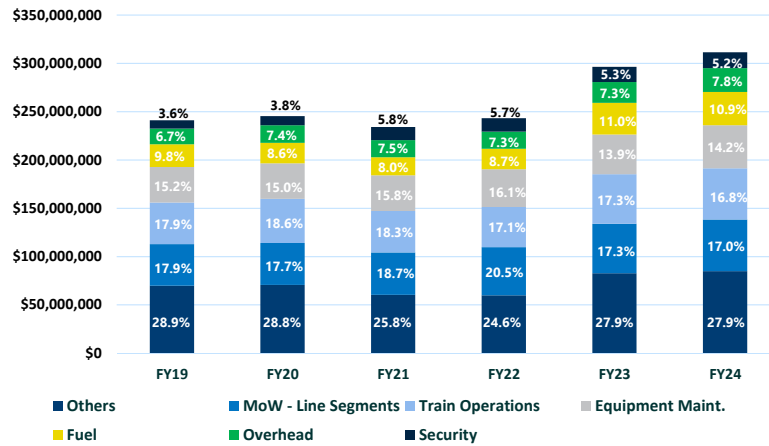


Note:

- MoW - Line Segments = Tracks & Signals and Structures
- Station Maintenance increase driven by CAM Union Station annual increase

METROLINK

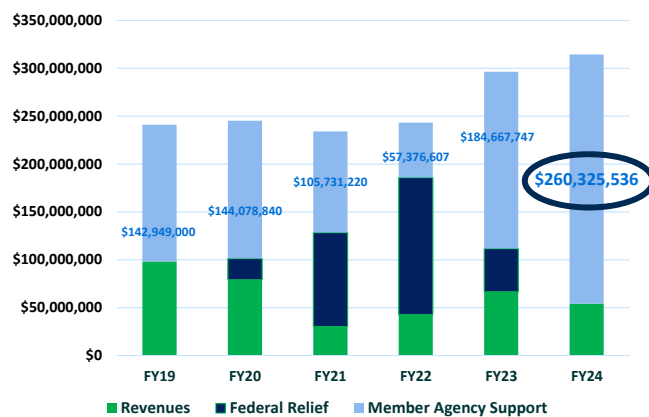
Top Drivers of Operating Expenses FY19 - FY24



- Notes:
- MoW - Line Segments = Tracks & Signals and Structures
 - % - Represents % of Total Operating Expense
 - FY19, FY20, FY21, & FY22 Actuals
 - FY23 & FY24 Budgets not Actuals

METROLINK

Operating Expenses Funding Sources FY19 – FY24

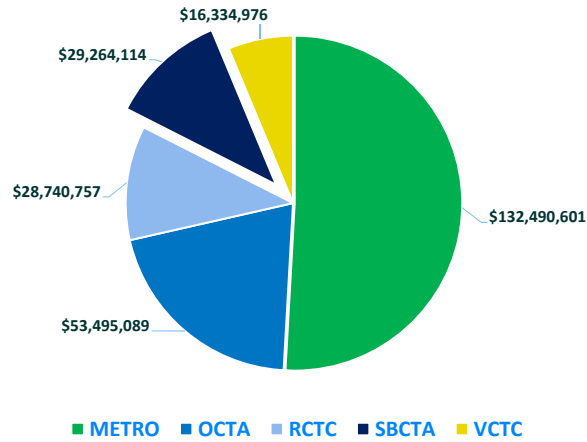


- Notes:
- FY19, FY20, FY21, & FY22 Actuals
 - FY23 & FY24 Budgets not Actuals

METROLINK

Proposed FY24 Operating Support Required by Member Agency

Support Required by Member Agency (\$260.3M)



Notes:


- Total does not include "Working Capital" request

METROLINK

Proposed FY24 Capital Budget

METROLINK

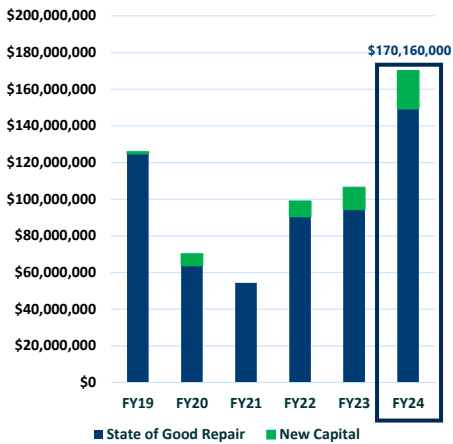




Proposed FY24 Capital Program Overview


- State of Good Repair - **\$149.3M**
 - Increase from FY23 of **\$54.9M** or **58.1%**
- New Capital - **\$20.9M**
 - Increase from FY23 of **\$8.8M** or **72.7%**

SGR is a Critical Component of System Safety FY19 – FY24



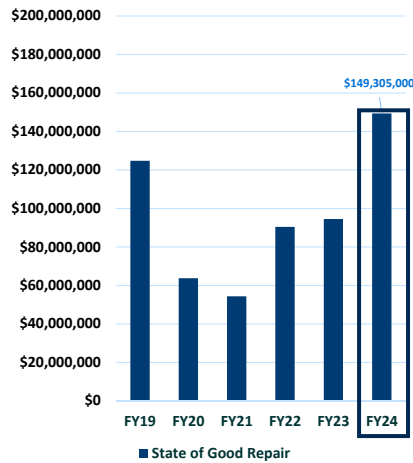
Fiscal Year	State of Good Repair (\$)	New Capital (\$)	Total (\$)
FY19	~125,000,000	~2,000,000	~127,000,000
FY20	~65,000,000	~5,000,000	~70,000,000
FY21	~55,000,000	~0	~55,000,000
FY22	~90,000,000	~10,000,000	~100,000,000
FY23	~95,000,000	~15,000,000	~110,000,000
FY24	~149,300,000	~20,900,000	170,160,000

Note: FY23 data does not include New Capital Tier 4 Locomotive Purchase

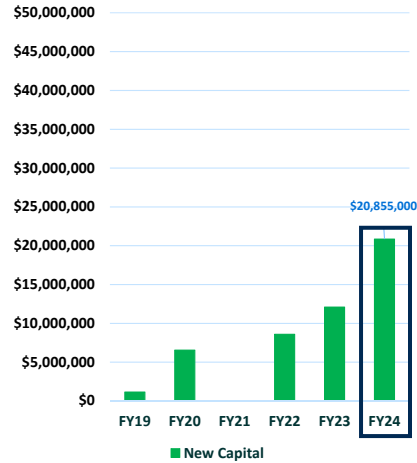


Proposed FY24 Capital Budget

State of Good Repair



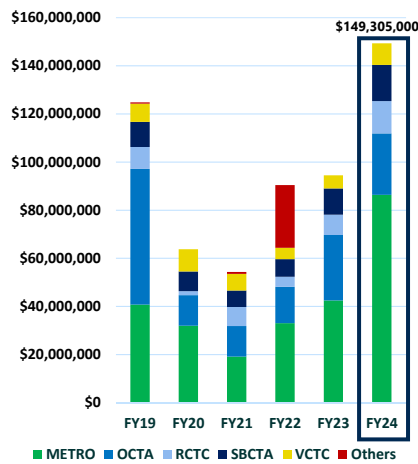
New Capital



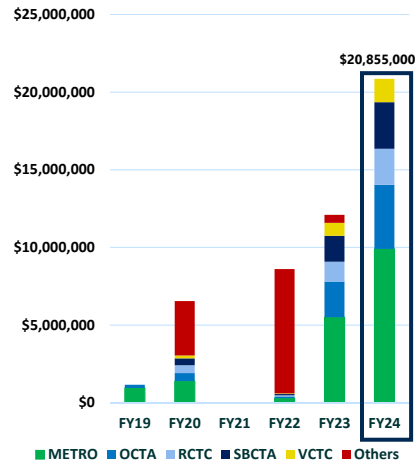
Note: FY23 data does not include New Capital Tier 4 Rolling Stock Purchase

Capital Budget Funding by Member Agency FY19 – FY24

State of Good Repair



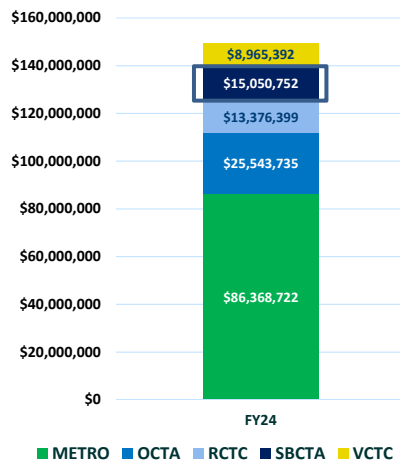
New Capital



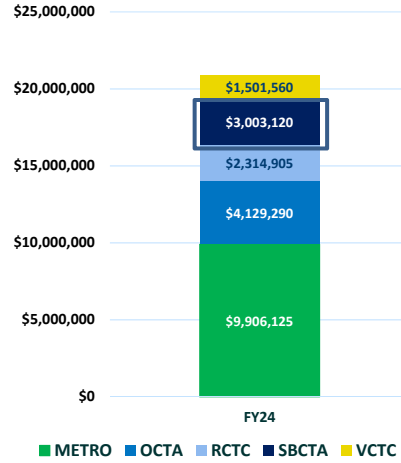
Note: FY23 data does not include New Capital Tier 4 Locomotive Purchase

FY24 Capital Budget Funding by Member Agency

State of Good Repair



New Capital



Metrolink's Cashflow Challenges

Issue:

- Agency Cashflow Pressures

Root Causes:

- Advancing Operating Funds to support State of Good Repair and New Capital projects
 - The Majority of our Grants are on a Reimbursement Basis
 - Reimbursement Process Cycle Time is ~4.5 Months
- Board requirement for maintaining \$50M Operating Cash Threshold

METROLINK



Working Capital Long Term Loan

	Total	METRO	OCTA	RCTC	SCBTA	VCTC
Working Capital	\$50,000,000	\$29,290,000	\$7,150,000	\$4,765,000	\$5,330,000	\$3,465,000

Member Agency Allocation

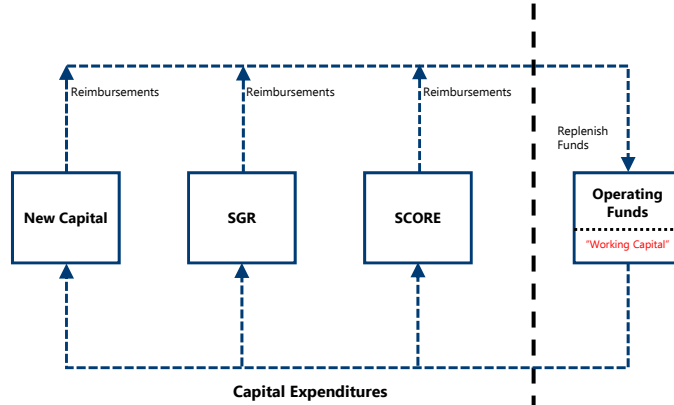
- Based on Track Miles Owned

Working Capital Tracking & Transparency:

- Monthly / Quarterly Member Agency Reports
 - Detailed individual usage and reimbursement transactions
 - Overall Funds
 - By Member Agency

METROLINK

Current “Working Capital” High Level Process

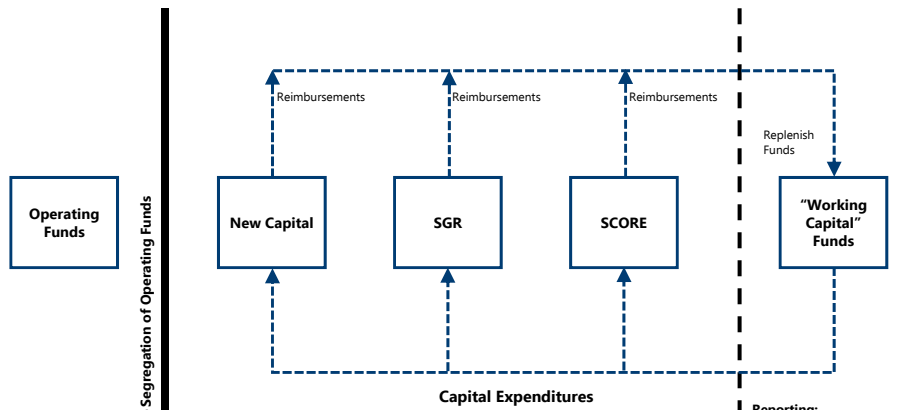


Notes:

- “Current” process is Not Sustainable
- Managing with no additional Operations support
- Majority of Capital expenditures is on a reimbursement Basis via grants

METROLINK

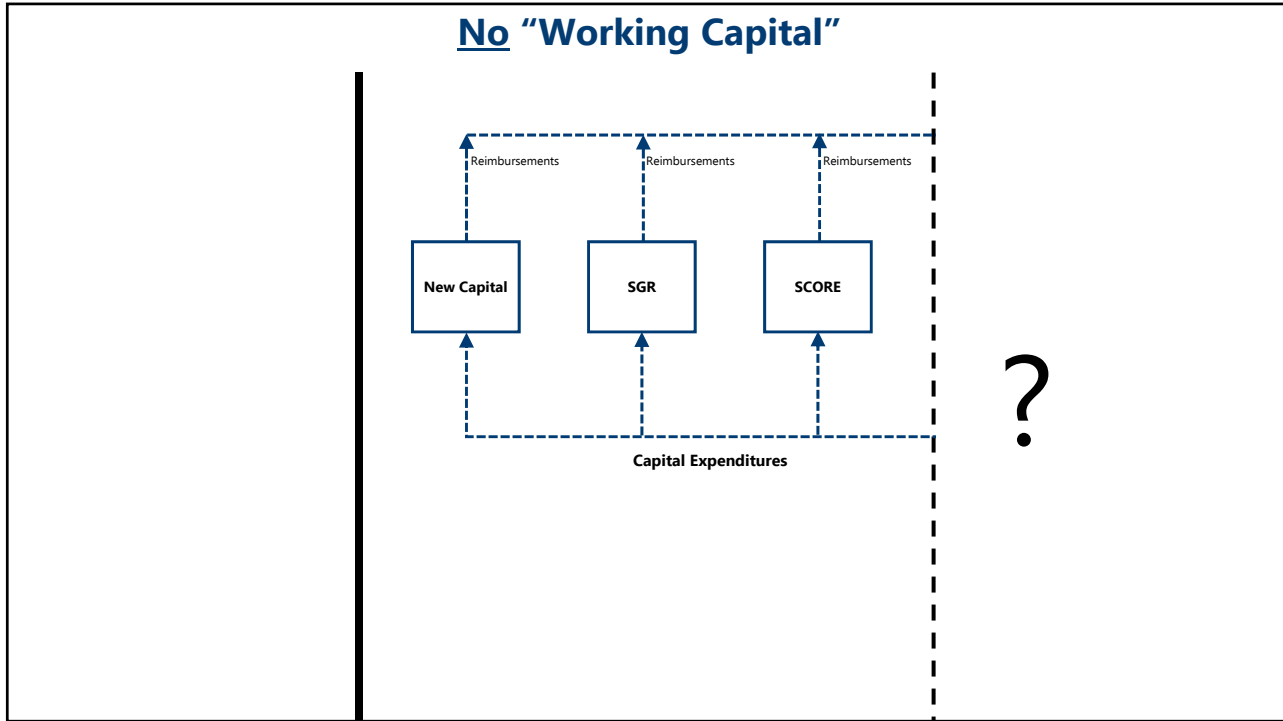
Future “Working Capital” High Level Process



Reporting:

- All transactions recorded
- Quarterly Report to MAAC
- Quarterly Report to Board

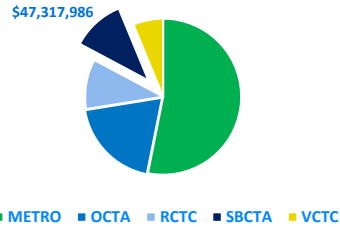
METROLINK



Summary

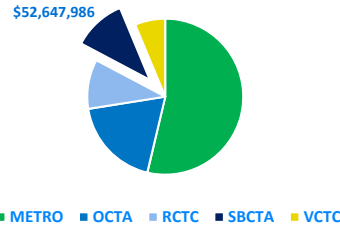
FY24 Budget Summary Summary of Support by Member Agency

Proposed FY24 Budget Summary (\$430.5M)



• Total Proposed FY24 Budget without Working Capital

Proposed FY24 Budget Summary (\$480.5M)



• Total Proposed FY24 Budget with Working Capital

METROLINK

FY24 Budget Summary Summary of Support by Member Agency

FY24 Proposed Budget (100%)

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 260,325,537	\$ 132,490,601	\$ 53,495,089	\$ 28,740,757	\$ 29,264,114	\$ 16,334,976
Total Capital Support	\$ 170,160,000	\$ 96,274,847	\$ 29,673,025	\$ 15,691,304	\$ 18,053,872	\$ 10,466,952
SUB-TOTAL =	\$ 430,485,537	\$ 228,765,448	\$ 83,168,114	\$ 44,432,061	\$ 47,317,986	\$ 26,801,928
Working Capital Request	\$ 50,000,000	\$ 29,290,000	\$ 7,150,000	\$ 4,765,000	\$ 5,330,000	\$ 3,465,000
TOTAL =	\$ 480,485,537	\$ 258,055,448	\$ 90,318,114	\$ 49,197,061	\$ 52,647,986	\$ 30,266,928

FY23 Amended Budget

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total Operating Support	\$ 229,800,737	\$ 117,951,427	\$ 45,988,164	\$ 25,890,809	\$ 25,224,743	\$ 14,745,594
Total Capital Support	\$ 106,545,000	\$ 47,958,000	\$ 29,531,440	\$ 9,688,080	\$ 12,568,320	\$ 6,284,160
Working Capital Request	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL =	\$ 336,345,737	\$ 165,909,427	\$ 75,519,604	\$ 35,578,889	\$ 37,793,063	\$ 21,029,754

Variance

	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC
Total w/o Working Capital	\$ 94,139,800	\$ 62,856,021	\$ 7,648,510	\$ 8,853,172	\$ 9,524,923	\$ 5,772,174
variance	28.0%	37.9%	10.1%	24.9%	25.2%	27.4%
Total w/ Working Capital	\$ 144,139,800	\$ 92,146,021	\$ 14,798,510	\$ 13,618,172	\$ 14,854,923	\$ 9,237,174
variance	42.9%	55.5%	19.6%	38.3%	39.3%	43.9%

METROLINK

Back Up


METROLINK


FY24 Operating Budget Summary of Support by Member Agency

FY24 Proposed Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	29,034,533	12,566,305	4,179,795	6,996,812	1,424,290	54,201,735
Total Expenses	161,525,134	66,061,394	32,920,552	36,260,926	17,759,265	314,527,271
FY24 Member Agency Support (Loss)	(132,490,601)	(53,495,089)	(28,740,757)	(29,264,114)	(16,334,975)	(260,325,536)

FY23 Amended Budget

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenues	33,640,404	16,195,954	5,872,140	9,013,543	1,801,441	66,523,481
Total Expenses	151,591,831	62,184,118	31,762,948	34,238,286	16,547,034	296,324,218
FY23 Member Agency Support (Loss)	(117,951,427)	(45,988,164)	(25,890,809)	(25,224,743)	(14,745,594)	(229,800,737)

Year-Over-Year Variance

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Operating Revenues	(4,605,871)	(3,629,649)	(1,692,345)	(2,016,731)	(377,151)	(12,321,746)
variance	-13.7%	-22.4%	-28.8%	-22.4%	-20.9%	-18.5%
Expenses	9,933,303	3,877,276	1,157,604	2,022,640	1,212,231	18,203,053
variance	6.6%	6.2%	3.6%	5.9%	7.3%	6.1%
Member Agency Support (increase) / decrease	(14,539,174)	(7,506,925)	(2,849,948)	(4,039,371)	(1,589,381)	(30,524,799)
variance	-12.3%	-16.3%	-11.0%	-16.0%	-10.8%	-13.3%

METROLINK

FY24 Operating Budget Summary of Member Agency Support by Line

FY24 Proposed Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	16,084,667	4,102,510	10,531,265	2,889,322	11,079,563	4,935,828	4,578,580	54,201,735
Total Expenses	70,882,282	40,020,337	63,010,556	24,723,147	49,169,103	35,726,533	30,995,313	314,527,271
FY24 Member Agency Support (Loss)	(54,797,615)	(35,917,827)	(52,479,291)	(21,833,825)	(38,089,540)	(30,790,705)	(26,416,733)	(260,325,536)

FY23 Amended Budget

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Total Operating Revenues	19,508,547	4,934,705	12,286,922	3,201,774	12,728,840	7,919,490	5,943,203	66,523,481
Total Expenses	66,439,127	37,378,986	59,156,166	23,717,633	44,676,744	35,279,114	29,676,450	296,324,218
FY23 Member Agency Support (Loss)	(46,930,580)	(32,444,281)	(46,869,244)	(20,515,859)	(31,947,904)	(27,359,623)	(23,733,247)	(229,800,737)

Year-Over-Year Variance

	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91/PVL	TOTAL
Operating Revenues	(3,423,880)	(832,195)	(1,755,657)	(312,452)	(1,649,277)	(2,983,662)	(1,364,623)	(12,321,746)
variance	-17.6%	-16.9%	-14.3%	-9.8%	-13.0%	-37.7%	-23.0%	-18.5%
Expenses	4,443,155	2,641,351	3,854,390	1,005,514	4,492,359	447,419	1,318,863	18,203,053
variance	6.7%	7.1%	6.5%	4.2%	10.1%	1.3%	4.4%	6.1%
Member Agency Support (increase) / decrease	(7,867,035)	(3,473,546)	(5,610,047)	(1,317,966)	(6,141,636)	(3,431,082)	(2,683,486)	(30,524,799)
variance	-16.8%	-10.7%	-12.0%	-6.4%	-19.2%	-12.5%	-11.3%	-13.3%

METROLINK

FY24 Budgeted Operating Statement - Revenues

	FY23 Amended Budget	FY24 Proposed Budget	Variance FY23 vs FY24	
			\$	%
Operating Revenue				
Farebox Revenue	47,084,730	35,560,838	(11,523,892)	-24.5%
Fare Reduction Subsidy	1,510,705	490,404	(1,020,301)	-67.5%
Other Train Subsidies	2,500,000	2,565,421	65,421	2.6%
Special Trains	-	-	-	-
Subtotal-Pro Forma FareBox	51,095,435	38,616,663	(12,478,772)	-24.4%
Dispatching	2,776,805	1,962,580	(814,225)	-29.3%
Other Revenues	772,500	690,953	(81,547)	-10.6%
MOW Revenues	11,878,741	12,931,538	1,052,797	8.9%
Total Operating Revenue	66,523,481	54,201,734	(12,321,747)	-18.52%

METROLINK

FY24 Budgeted Operating Statement - Expenses

			Variance FY23 vs FY24	
	FY23 Amended Budget	FY24 Proposed Budget	\$	%
Operating Expenses				
Operations & Services				
Train Operations	51,345,147	53,013,270	1,668,123	3.2%
Equipment Maintenance	41,054,295	44,560,074	3,505,779	8.5%
Fuel	32,716,044	34,349,326	1,633,282	5.0%
Non-Scheduled Rolling Stock Repairs	100,000	100,000	-	0.0%
Operating Facilities Maintenance	2,217,676	2,243,863	26,187	1.2%
Other Operating Train Services	933,852	941,852	8,000	0.9%
Rolling Stock Lease	-	-	-	-
Security	15,738,496	16,512,614	774,118	4.9%
Public Safety Program	103,344	103,344	0	0.0%
Passenger Relations	1,910,862	2,021,136	110,274	5.8%
TVM Maintenance/Revenue Collection	5,365,246	5,342,154	(23,092)	-0.4%
Marketing	3,097,410	3,238,155	140,745	4.5%
Media & External Communications	372,350	322,450	(49,900)	-13.4%
Utilities/Leases	3,913,942	3,087,613	(826,329)	-21.1%
Transfers to Other Operators	3,276,436	3,269,346	(7,090)	-0.2%
Amtrak Transfers	823,581	1,185,452	361,871	43.9%
Station Maintenance	2,184,748	5,228,874	3,044,126	139.3%
Rail Agreements	5,305,024	6,680,158	1,375,134	25.9%
Holiday Trains	-	-	-	-
Special Trains	500,000	500,000	-	0.0%
Subtotal Operations & Services	170,958,453	182,699,681	11,741,228	6.9%

METROLINK

FY24 Budgeted Operating Statement - Expenses

			Variance FY23 vs FY24	
	FY23 Amended Budget	FY24 Proposed Budget	\$	%
Maintenance-of-Way				
MoW - Line Segments	51,167,433	53,545,845	2,378,412	4.6%
MoW - Extraordinary Maintenance	1,047,556	794,287	(253,269)	-24.2%
Subtotal Maintenance-of-Way	52,214,989	54,340,132	2,125,143	4.1%
Administration & Services				
Ops Salaries & Fringe Benefits	17,903,267	17,220,657	(682,610)	-3.8%
Ops Non-Labor Expenses	11,982,560	12,830,464	847,904	7.1%
Indirect Administrative Expenses	21,545,786	24,657,544	3,111,758	14.4%
Ops Professional Services	2,685,297	2,717,389	32,092	1.2%
Subtotal Admin & Services	54,116,910	57,426,054	3,309,144	6.1%
Contingency	90,000	87,500	(2,500)	-2.8%
Total Operating Expenses	277,380,352	294,553,367	17,173,015	6.2%
Insurance and Legal				
Liability/Property/Auto	16,087,842	16,837,887	750,045	4.7%
Net Claims / SI	1,000,000	990,000	(10,000)	-1.0%
Claims Administration	1,856,024	2,146,016	289,992	15.6%
Total Net Insurance and Legal	18,943,866	19,973,903	1,030,037	5.4%
Total Expense	296,324,218	314,527,270	18,203,052	6.1%
Loss	(229,800,737)	(260,325,536)	(30,524,800)	-13.3%

METROLINK

FY24 Capital Program – State of Good Repair

State of Good Repair – by Member Agency

TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
\$149,305,000	\$86,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0

State of Good Repair – by Line

TOTAL REQUEST	Systemwide	San Bernardino Line	Ventura County Line	Antelope Valley Line	Riverside	Orange County	IEOC	91/ PVL
\$149,305,000	\$72,936,000	\$11,526,000	\$8,567,000	\$39,978,000	\$0	\$11,048,000	\$0	\$5,250,000

State of Good Repair – Cash Flows

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY24 State of Good Repair	\$86.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$149.3M
CASH OUTLAY							
2023-24	\$4.3M	\$1.3M	\$0.7M	\$0.8M	\$0.4M	\$0.0M	\$7.5M
2024-25	\$30.2M	\$8.9M	\$4.7M	\$5.3M	\$3.1M	\$0.0M	\$52.3M
2025-26	\$25.9M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$44.8M
2026-27	\$25.9M	\$7.7M	\$4.0M	\$4.5M	\$2.7M	\$0.0M	\$44.8M
Totals	\$86.4M	\$25.5M	\$13.4M	\$15.1M	\$9.0M	\$0.0M	\$149.3M

Note: Numbers may not foot due to rounding

METROLINK

FY24 SGR Proposed Projects Summary

PROJECT #	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	PROJECT COST	FUNDINGS					
						METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2616	ALL	ALL	Non-Revenue Fleet	Electric Vehicles (EV) to replace current vehicles that have reached end of useful life	\$250,000	\$118,750	\$40,500	\$27,750	\$36,000	\$18,000	\$0
2618	San Bernardino Line	San Gabriel	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	\$5,700,000	\$3,420,000	\$0	\$0	\$2,280,000	\$0	\$0
2619	Ventura County Line	Ventura - LA County	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	\$3,176,000	\$3,176,000	\$0	\$0	\$0	\$0	\$0
2621	San Bernardino Line	SB Shortway	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	\$255,000	\$130,522	\$54,407	\$30,503	\$39,568	\$0	\$0
2622	Perris Valley Line	San Jacinto (PVL)	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$0	\$0
2623	Antelope Valley Line	Valley	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	\$1,503,000	\$3,500,000	\$0	\$0	\$0	\$0	\$0
2624	San Bernardino Line	San Gabriel	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	\$1,296,000	\$777,600	\$0	\$0	\$518,400	\$0	\$0
2625	Ventura County Line	Ventura - LA County	Structures	VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
2628	San Bernardino Line	San Gabriel	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$4,375,000	\$2,565,000	\$0	\$0	\$1,710,000	\$0	\$0
2629	Ventura County Line	Ventura - LA County	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$1,477,000	\$1,477,000	\$0	\$0	\$0	\$0	\$0
2656	Orange County Line	Orange	Track	ORANGE SUBDIVISION TRACK REHABILITATION	\$6,301,000	\$0	\$6,301,000	\$0	\$0	\$0	\$0
2657	Orange County Line	Orange	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	\$2,114,000	\$0	\$2,114,000	\$0	\$0	\$0	\$0
2658	Orange County Line	Orange	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$2,433,000	\$0	\$2,433,000	\$0	\$0	\$0	\$0
2659	ALL	ALL	Track	SYSTEMWIDE TRACK REHABILITATION	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0
2660	ALL	ALL	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0
2661	ALL	ALL	Non-Revenue Fleet	VEHICLES AND MAINTENANCE OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL	\$2,420,000	\$1,330,500	\$556,300	\$113,000	\$546,000	\$265,000	\$0
2663	ALL	ALL	Rolling Stock	Return PRVC Overhaul/Rebuild	\$2,450,000	\$1,733,750	\$732,750	\$406,150	\$523,600	\$268,800	\$0
2664	ALL	ALL	Rolling Stock	BOMBARDIER RAILCAR REBUILD	\$35,000,000	\$16,625,000	\$6,930,000	\$3,885,000	\$5,040,000	\$3,220,000	\$0
2667	Antelope Valley Line	Valley	Track	VALLEY SUBDIVISION TRACK REHABILITATION	\$8,595,000	\$8,595,000	\$0	\$0	\$0	\$0	\$0
2668	Ventura County Line	Ventura - VC County	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	\$1,866,000	\$0	\$0	\$0	\$0	\$1,866,000	\$0
2669	Ventura County Line	Ventura - VC County	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	\$856,000	\$0	\$0	\$0	\$0	\$856,000	\$0
2670	Ventura County Line	Ventura - VC County	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$992,000	\$0	\$0	\$0	\$0	\$992,000	\$0
2671	Antelope Valley Line	Valley	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$4,880,000	\$4,880,000	\$0	\$0	\$0	\$0	\$0
2676	ALL	River	Track	RIVER SUBDIVISION TRACK REHABILITATION	\$2,000,000	\$950,000	\$396,000	\$222,000	\$288,000	\$144,000	\$0
2677	ALL	River	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	\$2,100,000	\$997,500	\$413,800	\$233,100	\$300,400	\$151,200	\$0
2678	Antelope Valley Line	Valley	Track	TUNNEL 25 REHABILITATION	\$23,000,000	\$23,000,000	\$0	\$0	\$0	\$0	\$0
2682	ALL	ALL	Facilities	CMF Facility Switch Gear and Fire Alarm panel	\$1,300,000	\$617,500	\$207,400	\$144,300	\$187,200	\$59,600	\$0
2683	ALL	ALL	Facilities	IMC Redwood Renovation	\$900,000	\$427,500	\$176,200	\$99,300	\$125,000	\$46,800	\$0
2692	ALL	ALL	Facilities	LAUS main water line replacement	\$250,000	\$128,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
2693	ALL	ALL	Facilities	Storm Water Oil Separator replacement	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
2702	ALL	ALL	Information Technology	Refurb of Firewalls at 2 Locations	\$256,000	\$122,000	\$50,688	\$28,416	\$36,864	\$18,432	\$0
2742	ALL	ALL	Rolling Stock	F125 Loco "Intermediate" Engine Overhaul	\$6,435,000	\$3,056,625	\$1,274,130	\$714,285	\$928,440	\$463,320	\$0
2743	ALL	ALL	Rolling Stock	LDW & Camera Replacement	\$1,700,000	\$807,500	\$336,400	\$188,700	\$244,800	\$122,400	\$0
2744	ALL	ALL	Rolling Stock	MP95 Loco Overhaul	\$1,600,000	\$1,710,000	\$712,800	\$399,600	\$518,400	\$259,200	\$0
2802	ALL	ALL	Right of Way	Metrolink CAM Expenses for Fiscal 2024	\$1,475,000	\$798,625	\$333,650	\$180,925	\$241,200	\$120,600	\$0
					\$149,305,000	\$86,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0

METROLINK

FY24 Capital Program – New Capital

New Capital – by Member Agency

TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
\$20,855,000	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0

New Capital – by Line

TOTAL REQUEST	Systemwide	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	IEOC	91 /PVL
\$20,855,000	\$20,391,000	\$0	\$0	\$0	\$0	\$0	\$0	\$464,000

New Capital – Cash Flows

[illegible]

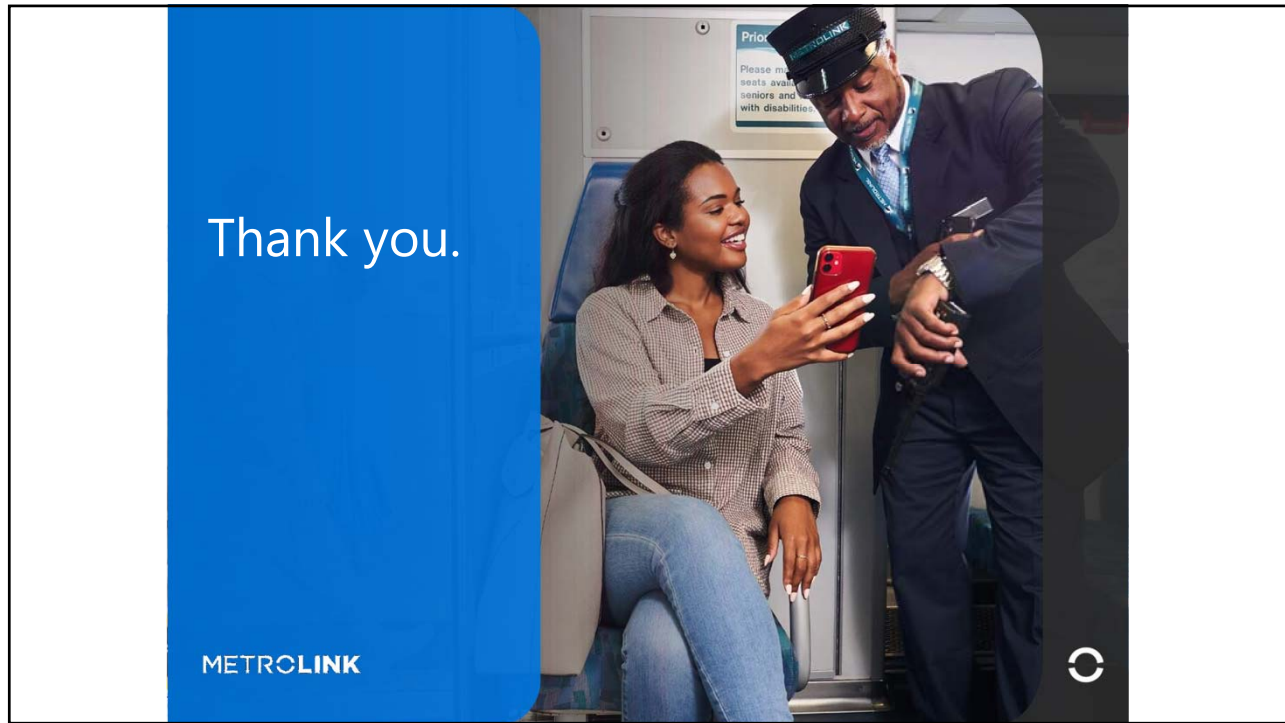
Note: Numbers may not foot due to rounding

METROLINK

FY24 New Capital Proposed Projects Summary

						FUNDINGS					
PROJECT #	ROUTE	SUBDIVISION	ASSET TYPE	PROJECT	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
2599	ALL	All	Rolling Stock	SMART MAINTENANCE - PHASE II	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
2665	ALL	All	Rolling Stock	New Tier4 Locomotive Procurement	\$4,900,000	\$2,327,500	\$970,200	\$543,900	\$705,600	\$352,800	\$0
2694	ALL	All	Rolling Stock	Communication System Overhaul Phase I	\$550,000	\$261,250	\$108,900	\$61,050	\$79,200	\$39,600	\$0
2695	ALL	All	Rolling Stock	Passenger Car Luggage Rack	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
2696	ALL	All	Rolling Stock	Passenger Cabin CCTV	\$3,256,000	\$1,546,600	\$644,688	\$361,416	\$468,864	\$234,432	\$0
2722	ALL	All	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2	\$5,585,000	\$2,652,875	\$1,105,830	\$619,935	\$804,240	\$402,120	\$0
2745	ALL	All	Rolling Stock	Fuel Economy and Diagnostics Systems Study	\$600,000	\$285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$0
2746	ALL	All	Facilities	EV Infrastructure	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
2762	ALL	All	Business Systems	PMIS IT project support	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
2782	ALL	All	Business Systems	Document Management System (DMS)	\$464,000	\$220,400	\$91,872	\$51,504	\$66,816	\$33,408	\$0
					\$20,855,000	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0

METROLINK





																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	HOLMANS	2023	2024	SAVED	OPEN	2616	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	Electric Vehicles (EV) to replace current vehicles that have reached end of useful life	2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-FTA funding sources.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
2	HOLMANS	2023	2024	SAVED	OPEN	2618	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: This project will also include rehabilitation work (\$525k) within the limits of the Rancho Cucamonga SCORE and (\$625k) within the limits of the El Monte SCORE project that is unfunded due to cost increases for the total project. This aspect of the project may be offset with an ongoing grant pursuit. If the SCORE work is funded through a separate grant the full scope for this project will include 21,000ft of Rail, 5000 Ties, 2 Turnouts	\$5,700,000	\$3,420,000	\$0	\$0	\$2,280,000	\$0	\$0
3	HOLMANS	2023	2024	SAVED	OPEN	2619	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: 4000 Ties, 1 Road Crossing (Double Track), 1 Turnout	\$3,176,000	\$3,176,000	\$0	\$0	\$0	\$0	\$0
4	HOLMANS	2023	2024	SAVED	OPEN	2621	00	Rehab	San Bernardino Line	SB Shortway	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast	\$255,000	\$130,522	\$54,407	\$30,503	\$39,568	\$0	\$0
5	HOLMANS	2023	2024	SAVED	OPEN	2622	00	Rehab	Perris Valley Line	San Jacinto (PVL)	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS	Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design. Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution. The FY22 request for \$1.58M was meant to complete funding of the construction phase for remaining drainage and culvert projects for this area. (FY23 request Deferred to FY24) Construction funding for PVL Drainage Phase 2. Box springs and CP Citrus drainage mitigation. IFB Package 2 MP 69.72 – 70.78	\$5,250,000	\$0	\$0	\$5,250,000	\$0	\$0	\$0
6	HOLMANS	2023	2024	SAVED	OPEN	2623	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Construction funds for Valley Sub Structures that were designed with FY22 funds. This would address up to 6 Structures of 10 on the Valley Sub that will be made Shovel-Ready with FY22 Design	\$3,503,000	\$3,503,000	\$0	\$0	\$0	\$0	\$0
7	HOLMANS	2023	2024	SAVED	OPEN	2624	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Bridge Repairs at 2 locations, and replacement of 1 culvert.	\$1,296,000	\$777,600	\$0	\$0	\$518,400	\$0	\$0

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
8	HOLMANS	2023	2024	SAVED	OPEN	2625	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Structures	VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION	Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Update Bridge load ratings for Bridges on Ventura Sub in LA	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
9	HOLMANS	2023	2024	SAVED	OPEN	2628	00	Rehab	San Bernardino Line	San Gabriel	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	"San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$4,275,000	\$2,565,000	\$0	\$0	\$1,710,000	\$0	\$0
10	HOLMANS	2023	2024	SAVED	OPEN	2629	00	Rehab	Ventura County Line	Ventura - LA County	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	"Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$1,477,000	\$1,477,000	\$0	\$0	\$0	\$0	\$0
11	ZAVALAL	2024	2024	SAVED	OPEN	2656	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: [6000 TF rail upgrade, 3 crossing rehabs,	\$6,301,000	\$0	\$6,301,000	\$0	\$0	\$0	\$0
12	ZAVALAL	2024	2024	SAVED	OPEN	2657	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Design and environmentally clear 12 Culverts, primarily in the Dana Point and San Clemente area, and Construct 2 of the 12.	\$2,114,000	\$0	\$2,114,000	\$0	\$0	\$0	\$0
13	ZAVALAL	2024	2024	SAVED	OPEN	2658	00	Rehab	Orange County Line	Orange	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading Control points and crossings	\$2,633,000	\$0	\$2,633,000	\$0	\$0	\$0	\$0
14	HOLMANS	2024	2024	SAVED	OPEN	2659	00	Rehab	ALL	All	n/a - n/a	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure planning and data collection for condition assessments	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
15	HOLMANS	2024	2024	SAVED	OPEN	2660	00	Rehab	ALL	All	n/a - n/a	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	\$5,000,000	\$2,375,000	\$990,000	\$555,000	\$720,000	\$360,000	\$0
16	HOLMANS	2024	2024	SAVED	OPEN	2661	00	Rehab	ALL	All	n/a - n/a	Worn	High	Non-Revenue Fleet	VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL	Vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment; Rehabilitation of MOW equipment. Under new Carb regulation, 50% of 2024-2026 model year vehicle purchased by public fleets must be zero emission vehicles (ZEV) Heavy - (1) Medium - (2) Light Duty - (22) Equipment - 0	\$2,820,000	\$1,339,500	\$558,360	\$313,020	\$406,080	\$203,040	\$0
17	HOLMANS	2024	2024	SAVED	OPEN	2663	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	Rotem HVAC Overhaul/Rebuild	•Life cycle increase •Remove systemic issue	\$3,650,000	\$1,733,750	\$722,700	\$405,150	\$525,600	\$262,800	\$0
18	HOLMANS	2024	2024	SAVED	OPEN	2664	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	BOMBARDIER RAILCAR REBUILD	Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA. •Life cycle increase. •Upgrade old system for maintainability •Improve customer convenience •Air-quality solution - This is an ongoing program with funding to be requested in future budget year	\$35,000,000	\$16,625,000	\$6,930,000	\$3,885,000	\$5,040,000	\$2,520,000	\$0
19	ZAVALAL	2024	2024	SAVED	OPEN	2667	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: [20,000ft of Rail; 10,000 Ties; 2 Road	\$8,595,000	\$8,595,000	\$0	\$0	\$0	\$0	\$0
20	ZAVALAL	2024	2024	SAVED	OPEN	2668	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Track	VENTURA (VC) SUBDIVISION TRACK REHABILITATION	Ventura Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: Rehabilitation work within the limits of the Simi Valley SCORE project that is unfunded due to cost increases for the total project. This project may be offset with an ongoing grant pursuit. If this is funded through a separate grant this project would be reduced down to \$1.5M and would replace 5000 Ties.	\$1,866,000	\$0	\$0	\$0	\$0	\$1,866,000	\$0
21	ZAVALAL	2024	2024	SAVED	OPEN	2669	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work will include: Design and Environmental Clearance for up to 3 culverts in Ventura County. Update Bridge load ratings for bridges in Ventura County.	\$856,000	\$0	\$0	\$0	\$0	\$856,000	\$0

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
22	ZAVALAL	2024	2024	SAVED	OPEN	2670	00	Rehab	Ventura County Line	Ventura - VC County	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems SIGNALS: Crossing Upgrade	\$992,000	\$0	\$0	\$0	\$0	\$992,000	\$0
23	ZAVALAL	2024	2024	SAVED	OPEN	2671	00	Rehab	Antelope Valley Line	Valley	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Five required CP's (EL1A) upgrades and a crossing.	\$4,880,000	\$4,880,000	\$0	\$0	\$0	\$0	\$0
24	HOLMANS	2024	2024	SAVED	OPEN	2676	00	Rehab	ALL	River	0 - 485.20	Worn	High	Track	RIVER SUBDIVISION TRACK REHABILITATION	River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast	\$2,000,000	\$950,000	\$396,000	\$222,000	\$288,000	\$144,000	\$0
25	HOLMANS	2024	2024	SAVED	OPEN	2677	00	Rehab	ALL	River	0 - 485.20	Worn	High	Train Control	RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	River Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB SIGNALS: Upgrading signal/Control points	\$2,100,000	\$997,500	\$415,800	\$233,100	\$302,400	\$151,200	\$0
26	HOLMANS	2024	2024	SAVED	OPEN	2678	00	Rehab	Antelope Valley Line	Valley	26.50 - 28	Worn	High	Track	TUNNEL 25 REHABILITATION	Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps) (\$8M) Also, in coordination with Metro's drainage analysis, project has added an additional \$15M for drainage improvements outside each Tunnel Portal to reduce the drainage issues within the Tunnel. Metrolink is also seeking additional funding opportunities for this work, however, we have not identified a source to fund this project.	\$23,000,000	\$23,000,000	\$0	\$0	\$0	\$0	\$0
27	SHAHIDS	2024	2024	SAVED	OPEN	2682	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	CMF Facility Switch Gear and Fire Alarm panel	CMF Facility Switch Gear and Fire Alarm panel	\$1,300,000	\$617,500	\$257,400	\$144,300	\$187,200	\$93,600	\$0
28	SHAHIDS	2024	2024	SAVED	OPEN	2685	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	MOC Restroom Renovation	Renovate restroom in MOC.	\$900,000	\$427,500	\$178,200	\$99,900	\$129,600	\$64,800	\$0
29	SHAHIDS	2024	2024	SAVED	OPEN	2692	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	LAUS main water line replacement	The current piping is old, galvanized waterline with several leaking and rusted sections.	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	\$0
30	SHAHIDS	2024	2024	SAVED	OPEN	2693	00	Rehab	ALL	All	n/a - n/a	Worn	High	Facilities	Storm Water Oil Separator replacement	•Replace existing Storm Water Oil Separator with new system	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
31	CHAKLADARA	2024	2024	SAVED	OPEN	2702	00	Rehab	ALL	All	n/a - n/a	Worn	High	Information Technology	Rehab of Firewalls at 2 Locations	Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceivers, and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.	\$256,000	\$121,600	\$50,688	\$28,416	\$36,864	\$18,432	\$0
32	SHAHIDS	2024	2024	SAVED	OPEN	2742	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	F125 Loco "Intermediate" Engine Overhaul	• Engine overhaul - 100% replacement About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.	\$6,435,000	\$3,056,625	\$1,274,130	\$714,285	\$926,640	\$463,320	\$0
33	SHAHIDS	2024	2024	SAVED	OPEN	2743	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	LDVR & Camera Replacement	Option order to replace camera and LDVR system for • Remaining 37 Rotem cab car, • All 15 MP36 and • All 40 F125.	\$1,700,000	\$807,500	\$336,600	\$188,700	\$244,800	\$122,400	\$0
34	SHAHIDS	2024	2024	SAVED	OPEN	2744	00	Rehab	ALL	All	n/a - n/a	Worn	High	Rolling Stock	MP36 Loco Overhaul	•Engine (both HEP and Main) partial overhaul - replace as needed basis. •HVAC overhaul with R-407c freon replacement •Truck/Suspension overhaul •Exterior repaint •Coupler overhaul •General electrical and pneumatic overhaul	\$3,600,000	\$1,710,000	\$712,800	\$399,600	\$518,400	\$259,200	\$0

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
35	HARRISONA	2024	2024	SAVED	OPEN	2802	00	Rehab	ALL	All	n/a - n/a	Worn	Low	Right of Way	Metrolink CAM Expenses for Fiscal 2024	Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing. This amount changes each year.	\$1,675,000	\$795,625	\$331,650	\$185,925	\$241,200	\$120,600	\$0
TOTAL																	\$149,305,000	\$86,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
PROJECT COUNT																	35						
SGR TOTAL																	\$149,305,000	\$86,368,722	\$25,543,735	\$13,376,399	\$15,050,752	\$8,965,392	\$0
SGR COUNT																	35						
CAPITAL TOTAL																	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPITAL COUNT																	0						

et Request for Fiscal Year

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2616.00

PROJECT : ELECTRIC VEHICLES (EV) TO REPLACE CURRENT VEHICLES THAT HAVE REACHED END OF USEFUL LIFE

SCOPE

TYPE: SGR | NON-MF

2 EV vehicle for Safety and 2 EV vehicles for Customer Relations team to replace vehicles that are well beyond useful life and require extensive repairs. Need non-funding sources.

Mile Posts: n/a

Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES

RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

2. (Goal 4: Retain and Grow Ridership) Improve service reliability
-

JUSTIFICATION

RANKING // PROJECT READINESS

The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years

Current Age: 13 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$62,500	\$62,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$46,875	\$46,875	\$46,875	\$46,875	\$187,500
ROW ACQUISITION	\$0								
MATERIAL	\$223,000			2026	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$0	\$0	\$0	\$0	
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT									
* P.M STAFF	\$4,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$23,000								
TOTAL	\$250,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2618.00

PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR | MF

San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 1.08 - 56.52

Division: San Gabriel County: LA / SB Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$285,000	\$285
DESIGN	\$142,000			2025	\$498,750	\$498,750	\$498,750	\$498,750	\$1,995
ENVIRONMENTAL	\$0			2026	\$427,500	\$427,500	\$427,500	\$427,500	\$1,710
ROW ACQUISITION	\$0			2027	\$427,500	\$427,500	\$427,500	\$427,500	\$1,710
MATERIAL	\$1,710,000			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$1,710,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$590,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$459,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$570,000								
CONTINGENCY	\$519,000								
TOTAL	\$5,700,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2619.00

PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR| MF

Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$158,800	\$158,800
DESIGN	\$90,000			2025	\$277,900	\$277,900	\$277,900	\$277,900	\$1,111,600
ENVIRONMENTAL	\$0			2026	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
ROW ACQUISITION	\$0			2027	\$238,200	\$238,200	\$238,200	\$238,200	\$952,800
MATERIAL	\$953,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$953,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$318,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$255,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$318,000								
CONTINGENCY	\$289,000								
TOTAL	\$3,176,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2621.00

PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR | MF

Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 0.42 - 2.1

Division: SB Shortway County: SB Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,750	\$12,750
DESIGN	\$6,000			2025	\$22,312	\$22,312	\$22,312	\$22,314	\$89,250
ENVIRONMENTAL	\$0			2026	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
ROW ACQUISITION	\$0			2027	\$19,125	\$19,125	\$19,125	\$19,125	\$76,500
MATERIAL	\$78,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$78,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$26,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$18,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$25,000								
CONTINGENCY	\$24,000								
TOTAL	\$255,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2622.00

PROJECT : PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES - DEFERRED FROM FY23 BUDGET PROCESS

SCOPE **TYPE: SGR | MF**

Additional Construction Phase funding for Citrus Retaining Wall & Drainage; Box Springs Drainage
Details: Construction funds from prior years was an estimated cost for construction and changed upon completion of final design.
Design phase and partial Construction phase was funded in FY21 budget:
Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9
The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across
Mile Posts: 65 - 85.4
Division: San Jacinto (PVL) County: RV Asset Type: Structures

OBJECTIVES

RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION

RANKING // PROJECT READINESS

- 1
1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

1
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$262,500	\$262,500
DESIGN	\$467,000			2025	\$459,375	\$459,375	\$459,375	\$459,375	\$1,837,500
ENVIRONMENTAL	\$525,000			2026	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
ROW ACQUISITION	\$0			2027	\$393,750	\$393,750	\$393,750	\$393,750	\$1,575,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,625,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$105,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$420,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$630,000								
CONTINGENCY	\$478,000								
TOTAL	\$5,250,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2623.00

PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

SCOPE TYPE: SGR | MF

Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$175,150	\$175
DESIGN	\$300,000			2025	\$306,512	\$306,512	\$306,512	\$306,514	\$1,226
ENVIRONMENTAL	\$360,000			2026	\$262,725	\$262,725	\$262,725	\$262,725	\$1,050
ROW ACQUISITION	\$0			2027	\$262,725	\$262,725	\$262,725	\$262,725	\$1,050
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$1,752,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$71,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$281,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$420,000								
CONTINGENCY	\$319,000								
TOTAL	\$3,503,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2624.00

PROJECT : SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION

SCOPE TYPE: SGR | MF

San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: LA / SB Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$64,800	\$64,800
DESIGN	\$115,000			2025	\$113,400	\$113,400	\$113,400	\$113,400	\$453,600
ENVIRONMENTAL	\$130,000			2026	\$97,200	\$97,200	\$97,200	\$97,200	\$388,800
ROW ACQUISITION	\$0			2027	\$97,200	\$97,200	\$97,200	\$97,200	\$388,800
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$648,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$26,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$103,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$156,000								
CONTINGENCY	\$118,000								
TOTAL	\$1,296,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2625.00

PROJECT : VENTURA (LA) SUBDIVISION STRUCTURES REHABILITATION

SCOPE TYPE: SGR | MF

Ventura (LA) Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Specific work will include:
Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$10,000	\$10
DESIGN	\$16,000			2025	\$17,500	\$17,500	\$17,500	\$17,500	\$70
ENVIRONMENTAL	\$20,000			2026	\$15,000	\$15,000	\$15,000	\$15,000	\$60
ROW ACQUISITION	\$0			2027	\$15,000	\$15,000	\$15,000	\$15,000	\$60
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$100,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$4,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$17,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$24,000								
CONTINGENCY	\$19,000								
TOTAL	\$200,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2628.00

PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR| MF

"San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: LA / SB Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$213,750	\$213
DESIGN	\$890,000			2025	\$374,062	\$374,062	\$374,062	\$374,064	\$1,496
ENVIRONMENTAL	\$0			2026	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282
ROW ACQUISITION	\$0			2027	\$320,625	\$320,625	\$320,625	\$320,625	\$1,282
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$2,138,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$428,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$430,000								
CONTINGENCY	\$389,000								
TOTAL	\$4,275,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2629.00

PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

"Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$73,850	\$73
DESIGN	\$300,000			2025	\$129,238	\$129,238	\$129,238	\$129,236	\$516
ENVIRONMENTAL	\$0			2026	\$110,775	\$110,775	\$110,775	\$110,775	\$443
ROW ACQUISITION	\$0			2027	\$110,775	\$110,775	\$110,775	\$110,775	\$443
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$748,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$146,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$148,000								
CONTINGENCY	\$135,000								
TOTAL	\$1,477,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALLAL PROJECT# 2656.00

PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR | MF

Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$315,050	\$315
DESIGN	\$150,000			2025	\$551,338	\$551,338	\$551,338	\$551,336	\$2,205
ENVIRONMENTAL	\$0			2026	\$472,575	\$472,575	\$472,575	\$472,575	\$1,890
ROW ACQUISITION	\$0			2027	\$472,575	\$472,575	\$472,575	\$472,575	\$1,890
MATERIAL	\$1,891,000			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$1,891,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$660,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$504,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$632,000								
CONTINGENCY	\$573,000								
TOTAL	\$6,301,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALAL PROJECT# 2657.00

PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

SCOPE TYPE: SGR | MF

Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Specific work will include:
Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below s State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$105,700	\$105,700
DESIGN	\$170,000			2025	\$184,975	\$184,975	\$184,975	\$184,975	\$739,900
ENVIRONMENTAL	\$212,000			2026	\$158,550	\$158,550	\$158,550	\$158,550	\$634,650
ROW ACQUISITION	\$0			2027	\$158,550	\$158,550	\$158,550	\$158,550	\$634,650
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,057,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$60,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$168,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$254,000								
CONTINGENCY	\$193,000								
TOTAL	\$2,114,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALLAL PROJECT# 2658.00

PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

Mile Posts: 165.08 - 207.4

Division: Orange County: OC Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems and Communication systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$131,650	\$131,650
DESIGN	\$548,000			2025	\$230,388	\$230,388	\$230,388	\$230,386	\$921,750
ENVIRONMENTAL	\$0			2026	\$197,475	\$197,475	\$197,475	\$197,475	\$789,450
ROW ACQUISITION	\$0			2027	\$197,475	\$197,475	\$197,475	\$197,475	\$789,450
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,317,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$264,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$264,000								
CONTINGENCY	\$240,000								
TOTAL	\$2,633,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2659.00

PROJECT : SYSTEMWIDE TRACK REHABILITATION

SCOPE TYPE: SGR | MF

Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail Grinding: ongoing systemwide program
- Surfacing Program to restore track profiles and cross sections
- Infrastructure planning and data collection for condition assessments

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$142,000			2025	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2026	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2027	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$1,500,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,500,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$500,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$403,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$500,000								
CONTINGENCY	\$455,000								
TOTAL	\$5,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2660.00

PROJECT : SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.

Train Control Back Office:

1) DOC/MOC Backup Systems

2) Workstations/Laptops

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 7 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$1,040,000			2025	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2026	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2027	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,500,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$505,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$500,000								
CONTINGENCY	\$455,000								
TOTAL	\$5,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2661.00

PROJECT : VEHICLES AND MAINTENANCE-OF-WAY (MOW) EQUIPMENT - REPLACEMENT & OVERHAUL

SCOPE				TYPE: SGR MF																																																					
Vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & operations vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment; Rehabilitation of MOW equipment. Under new Carb regulation, 50% of 2024-2026 model year vehicle purchased by public fleets must be zero emission vehicles (ZEV)																																																									
Mile Posts: n/a				Division: All County: ALL Asset Type: Non-Revenue Fleet																																																					
OBJECTIVES				RISKS CAUSING PROJECT DELAY																																																					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High																																																					
JUSTIFICATION																																																									
MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.																																																									
RISK CREATED BY NON-IMPLEMENTATION																																																									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Current Age: 24 Year(s) Standard Lifespan: 0 Year(s)				<table><tr><th colspan="6">CASH FLOW</th></tr><tr><th>FY</th><th>Q1</th><th>Q2</th><th>Q3</th><th>Q4</th><th>TOTAL</th></tr><tr><td>2024</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$141,000</td><td>\$141,000</td></tr><tr><td>2025</td><td>\$246,750</td><td>\$246,750</td><td>\$246,750</td><td>\$246,750</td><td>\$987,000</td></tr><tr><td>2026</td><td>\$211,500</td><td>\$211,500</td><td>\$211,500</td><td>\$211,500</td><td>\$846,000</td></tr><tr><td>2027</td><td>\$211,500</td><td>\$211,500</td><td>\$211,500</td><td>\$211,500</td><td>\$846,000</td></tr><tr><td>2028</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr><tr><td>2029</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td></tr></table> Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%						CASH FLOW						FY	Q1	Q2	Q3	Q4	TOTAL	2024	\$0	\$0	\$0	\$141,000	\$141,000	2025	\$246,750	\$246,750	\$246,750	\$246,750	\$987,000	2026	\$211,500	\$211,500	\$211,500	\$211,500	\$846,000	2027	\$211,500	\$211,500	\$211,500	\$211,500	\$846,000	2028	\$0	\$0	\$0	\$0	\$0	2029	\$0	\$0	\$0	\$0	\$0
CASH FLOW																																																									
FY	Q1	Q2	Q3							Q4	TOTAL																																														
2024	\$0	\$0	\$0							\$141,000	\$141,000																																														
2025	\$246,750	\$246,750	\$246,750							\$246,750	\$987,000																																														
2026	\$211,500	\$211,500	\$211,500							\$211,500	\$846,000																																														
2027	\$211,500	\$211,500	\$211,500							\$211,500	\$846,000																																														
2028	\$0	\$0	\$0							\$0	\$0																																														
2029	\$0	\$0	\$0							\$0	\$0																																														
BUDGET																																																									
AMOUNT	START	END																																																							
CONTRACT PACKAGING	\$0																																																								
DESIGN	\$0																																																								
ENVIRONMENTAL	\$0																																																								
ROW ACQUISITION	\$0																																																								
MATERIAL	\$1,980,000																																																								
CONSTRUCTION	\$0																																																								
SPECIAL RAIL EQUIP	\$0																																																								
FLAGGING	\$0																																																								
BUS BRIDGES	\$0																																																								
CLOSE OUT	\$0																																																								
DBE/LABOR	\$0																																																								
PROJECT MANAGEMENT																																																									
* P.M STAFF	\$283,000																																																								
* SUPPORT STAFF	\$0																																																								
* CONSULTANT	\$300,000																																																								
CONTINGENCY	\$257,000																																																								
TOTAL	\$2,820,000																																																								

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year 2024)

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2663.00

PROJECT : ROTEM HVAC OVERHAUL/REBUILD

SCOPE	TYPE: SGR MF
-------	----------------

- Life cycle increase
- Remove systemic issue

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES	RISKS CAUSING PROJECT DELAY
------------	-----------------------------

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION	RANKING // PROJECT READINESS
---------------	------------------------------

Systemic design issue identified in OEM HVAC Unit. Benefits are reduction in maintenance cost and increase reliability for added customer comfort. Improved passenger experience.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, Current Age: 34 Year(s) Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$182,500	\$182,500
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$319,375	\$319,375	\$319,375	\$319,375	\$1,277,250
ROW ACQUISITION	\$0								
MATERIAL	\$2,555,000			2026	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$273,750	\$273,750	\$273,750	\$273,750	\$1,095,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$368,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$395,000								
CONTINGENCY	\$332,000								
TOTAL	\$3,650,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2664.00

PROJECT : BOMBARDIER RAILCAR REBUILD

SCOPE				TYPE: SGR MR					
Bombardier Railcar Rebuild and rehabilitation addresses the revenue fleet of railcars and cab cars. Lifecycle extension to support the daily service. Rehabilitate long term dwell cars to increase availability. Overhaul as required by FTA.									
<div>•Life cycle increase.</div> <div>•Upgrade old system for maintainability</div> <div>•Improve customer convenience</div> <div>Mile Posts: n/a</div> <div>Division: All County: ALL Asset Type: Rolling Stock</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Lifecycle extension to support service. Rehabilitation of long-term dwell and accident repair cars. Risk: Reduced production rate - down to 3 cars every 60 days instead of every 40 days.				1. Condition of Asset..... Worn					
				2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular									
Current Age: 33 Year(s) Standard Lifespan: 30 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOT
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$1,750,000	\$1,750,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$3,062,500	\$3,062,500	\$3,062,500	\$3,062,500	\$12,250,000
ROW ACQUISITION	\$0								
MATERIAL	\$24,500,000			2026	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$2,625,000	\$2,625,000	\$2,625,000	\$2,625,000	\$10,500,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	
* P.M STAFF	\$3,518,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$3,800,000								
CONTINGENCY	\$3,182,000								
TOTAL	\$35,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALAL PROJECT# 2667.00

PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR| MF

Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$429,750	\$429
DESIGN	\$240,000			2025	\$752,062	\$752,062	\$752,062	\$752,064	\$3,008
ENVIRONMENTAL	\$0			2026	\$644,625	\$644,625	\$644,625	\$644,625	\$2,578
ROW ACQUISITION	\$0			2027	\$644,625	\$644,625	\$644,625	\$644,625	\$2,578
MATERIAL	\$2,579,000			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$2,579,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$860,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$695,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$860,000								
CONTINGENCY	\$782,000								
TOTAL	\$8,595,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALLAL PROJECT# 2668.00

PROJECT : VENTURA (VC) SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR | MF

Ventura Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$93,300	\$93,300
DESIGN	\$38,000			2025	\$163,275	\$163,275	\$163,275	\$163,275	\$653,100
ENVIRONMENTAL	\$0			2026	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
ROW ACQUISITION	\$0			2027	\$139,950	\$139,950	\$139,950	\$139,950	\$559,800
MATERIAL	\$575,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$560,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$187,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$185,000								
CONTINGENCY	\$170,000								
TOTAL	\$1,866,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALLAL PROJECT# 2669.00

PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

SCOPE TYPE: SGR | MF

Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Bridges
- Culverts
- Tunnels

Specific work will include:

Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Structures

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$42,800	\$42,800
DESIGN	\$69,000			2025	\$74,900	\$74,900	\$74,900	\$74,900	\$299,600
ENVIRONMENTAL	\$85,000			2026	\$64,200	\$64,200	\$64,200	\$64,200	\$256,600
ROW ACQUISITION	\$0			2027	\$64,200	\$64,200	\$64,200	\$64,200	\$256,600
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$428,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$24,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$69,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$103,000								
CONTINGENCY	\$78,000								
TOTAL	\$856,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALLAL PROJECT# 2670.00

PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

SIGNALS: Crossings Upgrade
Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$49,600	\$49,600
DESIGN	\$199,000			2025	\$86,800	\$86,800	\$86,800	\$86,800	\$347,200
ENVIRONMENTAL	\$0			2026	\$74,400	\$74,400	\$74,400	\$74,400	\$297,600
ROW ACQUISITION	\$0			2027	\$74,400	\$74,400	\$74,400	\$74,400	\$297,600
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$496,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$100,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$106,000								
CONTINGENCY	\$91,000								
TOTAL	\$992,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

ZAVALAL PROJECT# 2671.00

PROJECT : VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

Mile Posts: 3.67 - 76.63

Division: Valley County: LA Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and signal systems, Crossing systems, and Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$244,000	\$244,000
DESIGN	\$976,000			2025	\$427,000	\$427,000	\$427,000	\$427,000	\$1,708,000
ENVIRONMENTAL	\$0			2026	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
ROW ACQUISITION	\$0			2027	\$366,000	\$366,000	\$366,000	\$366,000	\$1,464,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,480,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$490,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$490,000								
CONTINGENCY	\$444,000								
TOTAL	\$4,880,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2676.00

PROJECT : RIVER SUBDIVISION TRACK REHABILITATION

SCOPE TYPE: SGR | MF

River Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
 - Ties
 - Crossings
 - Special Trackwork
- Mile Posts: 0 - 485.20

Division: River County: ALL Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$100,000	\$100,000
DESIGN	\$40,000			2025	\$175,000	\$175,000	\$175,000	\$175,000	\$700,000
ENVIRONMENTAL	\$0			2026	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
ROW ACQUISITION	\$0			2027	\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
MATERIAL	\$600,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$600,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$200,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$161,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$217,000								
CONTINGENCY	\$182,000								
TOTAL	\$2,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2677.00

PROJECT : RIVER SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

SCOPE TYPE: SGR | MF

River Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems

Mile Posts: 0 - 485.20

Division: River County: ALL Asset Type: Train Control

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$105,000	\$105,000
DESIGN	\$420,000			2025	\$183,750	\$183,750	\$183,750	\$183,750	\$735,000
ENVIRONMENTAL	\$0			2026	\$157,500	\$157,500	\$157,500	\$157,500	\$630,000
ROW ACQUISITION	\$0			2027	\$157,500	\$157,500	\$157,500	\$157,500	\$630,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,050,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$210,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$229,000								
CONTINGENCY	\$191,000								
TOTAL	\$2,100,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HOLMANS PROJECT# 2678.00

PROJECT : TUNNEL 25 REHABILITATION

SCOPE TYPE: SGR | MF

Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps) (\$8M)

Also, in coordination with Metro's drainage analysis, project has added an additional \$15M for drainage improvements outside each Tunnel Portal to reduce the drainage issues within the Tunnel.

Mile Posts: 26.50 - 28

Division: Valley County: LA Asset Type: Track

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Improve service reliability
4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

JUSTIFICATION RANKING // PROJECT READINESS

The track structure in Tunnel 25 is in need of complete rehabilitation and overhaul. The track has water constantly running along the tracks and the water intrudes the ballast and ties. Over time the ties degrade, and dirt gets up into the ballast, which affects the suitability of the track structure. .

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

The risk with not completing the work would be speed restrictions, broken rails, needing to complete emergency maintenance, derailment, and not being in a State of

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$1,150,000	\$1,150,000
DESIGN	\$450,000			2025	\$2,012,500	\$2,012,500	\$2,012,500	\$2,012,500	\$8,050,000
ENVIRONMENTAL	\$0			2026	\$1,725,000	\$1,725,000	\$1,725,000	\$1,725,000	\$6,900,000
ROW ACQUISITION	\$0			2027	\$1,725,000	\$1,725,000	\$1,725,000	\$1,725,000	\$6,900,000
MATERIAL	\$6,900,000			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$6,900,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$2,300,000								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$1,859,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$2,500,000								
CONTINGENCY	\$2,091,000								
TOTAL	\$23,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2682.00

PROJECT : CMF FACILITY SWITCH GEAR AND FIRE ALARM PANEL

SCOPE				TYPE: SGR MF					
CMF Facility Switch Gear and Fire Alarm panel									
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents				1. Condition of Asset..... Worn 2. System Impact..... High					
JUSTIFICATION									
Rehab the safety critical components of switch gear and fire alarm system in CMF									
RISK CREATED BY NON-IMPLEMENTATION									
Fire alarm system is over 30 years old with obsolete part that no longer are supported. Last time failure of a component caused CMF to be on a fire watch for two weeks. Current Age: 31 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET									
AMOUNT START END				CASH FLOW					
				FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING \$0				2024	\$0	\$0	\$0	\$65,000	\$65,000
DESIGN \$140,000									
ENVIRONMENTAL \$0				2025	\$113,750	\$113,750	\$113,750	\$113,750	\$455,000
ROW ACQUISITION \$0									
MATERIAL \$0				2026	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000
CONSTRUCTION \$780,000									
SPECIAL RAIL EQUIP \$0				2027	\$97,500	\$97,500	\$97,500	\$97,500	\$390,000
FLAGGING \$0									
BUS BRIDGES \$0				2028	\$0	\$0	\$0	\$0	
CLOSE OUT \$0									
DBE/LABOR \$0				2029	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT									
* P.M STAFF \$131,000									
* SUPPORT STAFF \$0									
* CONSULTANT \$130,000									
CONTINGENCY \$119,000				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL \$1,300,000									

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year 2025)

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2685.00

PROJECT : MOC RESTROOM RENOVATION

SCOPE				TYPE: SGR MF					
Renovate restroom in MOC.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Restrooms need both cosmetic and functional repairs. Nature of repairs are significant involving heavy re-work of existing facilities.				1. Condition of Asset..... Worn 2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Every year we spend many hours clearing sewer lines at MOC due to condition.									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$45,000	\$45,000
DESIGN	\$90,000			2025	\$78,750	\$78,750	\$78,750	\$78,750	\$315,000
ENVIRONMENTAL	\$0			2026	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
ROW ACQUISITION	\$0			2027	\$67,500	\$67,500	\$67,500	\$67,500	\$270,000
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$90,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$98,000								
CONTINGENCY	\$82,000								
TOTAL	\$900,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2692.00

PROJECT : LAUS MAIN WATER LINE REPLACEMENT

SCOPE

TYPE: SGR | MF

The current piping is old, galvanized waterline with several leaking and rusted sections.

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

2. (Goal 4: Retain and Grow Ridership) Improve service reliability

3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

The current infrastructure is an old, galvanized pipe with several leaks and many pitted and rusted section.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn

2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET

AMOUNT START END

CONTRACT PACKAGING \$0

DESIGN \$26,000

ENVIRONMENTAL \$0

ROW ACQUISITION \$0

MATERIAL \$0

CONSTRUCTION \$150,000

SPECIAL RAIL EQUIP \$0

FLAGGING \$0

BUS BRIDGES \$0

CLOSE OUT \$0

DBE/LABOR \$0

PROJECT MANAGEMENT

* P.M STAFF \$25,000

* SUPPORT STAFF \$0

* CONSULTANT \$26,000

CONTINGENCY \$23,000

TOTAL \$250,000

CASH FLOW

FY

Q1 Q2 Q3 Q4 TOTAL

2024 \$0 \$0 \$0 \$12,500 \$12,500

2025 \$21,875 \$21,875 \$21,875 \$21,875 \$87,500

2026 \$18,750 \$18,750 \$18,750 \$18,750 \$75,000

2027 \$18,750 \$18,750 \$18,750 \$18,750 \$75,000

2028 \$0 \$0 \$0 \$0 \$0

2029 \$0 \$0 \$0 \$0 \$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2025)

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2693.00

PROJECT : STORM WATER OIL SEPARATOR REPLACEMENT

SCOPE TYPE: SGR | MF

•Replace existing Storm Water Oil Separator with new system

Mile Posts: n/a

Division: All County: ALL Asset Type: Facilities

OBJECTIVES

1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Oil Water separator is reaching end of its life and need replacement for maintaining reliable functionality.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
2. System Impact..... High

RISK CREATED BY NON-IMPLEMENTATION

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$50,000	\$50
DESIGN	\$100,000			2025	\$87,500	\$87,500	\$87,500	\$87,500	\$350
ENVIRONMENTAL	\$0			2026	\$75,000	\$75,000	\$75,000	\$75,000	\$300
ROW ACQUISITION	\$0			2027	\$75,000	\$75,000	\$75,000	\$75,000	\$300
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$600,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$99,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$110,000								
CONTINGENCY	\$91,000								
TOTAL	\$1,000,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

CHAKLADARA PROJECT# 2702.00

PROJECT : REHAB OF FIREWALLS AT 2 LOCATIONS

SCOPE				TYPE: SGR MF					
Rehabilitate Firewall Infrastructure at 2 locations. The scope includes replacing end of life Palo Alto Firewalls with Palo Alto Networks Model PA-1410, along with the software for Advanced Threat Protection, Wildfire, Advanced URL Filtering and Global Protect VPN software, and the related accessories such as optical transceiver and cables. The costs also include cutover services to transition from the existing firewalls to the new firewalls.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Information Technology					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Increase system utilization				1. Condition of Asset..... Worn 2. System Impact..... High The Firewalls are critical to protecting the other infrastructure assets from a cyberattack. If compromised, the agency could lose access and use to several systems, tarnish its reputation, and/or impair its business.					
JUSTIFICATION									
The Palo Alto Firewalls at 2 locations are over 4 years old and are nearing their end of life and will no longer be supported by the vendor. New, upgraded firewalls with better cybersecurity threat protection, URL filtering and more secure VPN software is needed to maintain the state of good repair for these assets.									
RISK CREATED BY NON-IMPLEMENTATION									
Firewalls are the first line of defense from cyberattacks. They guard the perimeters of the agency and prevent hackers from launching cyberattacks and compromising the									
Current Age: 5 Year(s) Standard Lifespan: 5 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$12,800	\$12
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$22,400	\$22,400	\$22,400	\$22,400	\$89
ROW ACQUISITION	\$0								
MATERIAL	\$185,000			2026	\$19,200	\$19,200	\$19,200	\$19,200	\$76
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$19,200	\$19,200	\$19,200	\$19,200	\$76
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	
CLOSE OUT	\$26,000								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%									
CONTINGENCY	\$24,000								
TOTAL	\$256,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2742.00

PROJECT : F125 LOCO "INTERMEDIATE" ENGINE OVERHAUL

SCOPE				TYPE: SGR MF					
<div>• Engine overhaul - 100% replacement</div> <div>About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.</div> <div>Mile Posts: n/a</div> <div>Division: All County: ALL Asset Type: Rolling Stock</div>									
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
<div>To maintain Tier 4 emissions ""intermediate"" engine overhaul is required at approx. 4 years of service. About 11 Engine Overhauls per year based on engine use and about \$585,000 per engine overhaul.</div>				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>					
RISK CREATED BY NON-IMPLEMENTATION									
<div>If engines aren't overhauled, there could be a risk to service and warranty.</div> <div>Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)</div>									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$321,750	\$321,750
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$563,062	\$563,062	\$563,062	\$563,064	\$2,252,250
ROW ACQUISITION	\$0								
MATERIAL	\$4,950,000			2026	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,250
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$482,625	\$482,625	\$482,625	\$482,625	\$1,930,250
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0			2028	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$495,000			2029	\$0	\$0	\$0	\$0	\$0
* SUPPORT STAFF	\$0								
* CONSULTANT	\$405,000								
CONTINGENCY	\$585,000								
TOTAL	\$6,435,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2025)

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2743.00

PROJECT : LDVR & CAMERA REPLACEMENT

SCOPE				TYPE: SGR MF					
Option order to replace camera and LDVR system for									
• Remaining 37 Rotem cab car,									
• All 15 MP36 and									
• All 40 F125.									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents									
JUSTIFICATION				RANKING // PROJECT READINESS					
Current camera & LDVR is getting obsolete. New components are required to continue meeting the railroad regulation.				1. Condition of Asset..... Worn					
				2. System Impact..... High					
RISK CREATED BY NON-IMPLEMENTATION									
Will not meet Railroad regulation									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$85,000	\$85,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$148,750	\$148,750	\$148,750	\$148,750	\$595,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,190,000			2026	\$127,500	\$127,500	\$127,500	\$127,500	\$510,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$127,500	\$127,500	\$127,500	\$127,500	\$510,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$171,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$184,000								
CONTINGENCY	\$155,000								
TOTAL	\$1,700,000								
				Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

SHAHIDS PROJECT# 2744.00

PROJECT : MP36 LOCO OVERHAUL

SCOPE				TYPE: SGR MF					
<div>•Engine (both HEP and Main) partial overhaul - replace as needed basis.</div> <div>•HVAC overhaul with R-407c freon replacement</div> <div>•Truck/Suspension overhaul</div> <div>•Exterior repaint</div> <div>•Coupler overhaul</div> <div>Mile Posts: n/a</div>				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div> <div>3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
This overhaul of legacy fleet is needed for bridging time to purchase new locomotives.				<div>1. Condition of Asset..... Worn</div> <div>2. System Impact..... High</div>					
RISK CREATED BY NON-IMPLEMENTATION									
Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$180,000	\$180,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$315,000	\$315,000	\$315,000	\$315,000	\$1,260,000
ROW ACQUISITION	\$0								
MATERIAL	\$2,520,000			2026	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$270,000	\$270,000	\$270,000	\$270,000	\$1,080,000
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	\$0
CLOSE OUT	\$0								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* P.M STAFF	\$362,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$390,000								
CONTINGENCY	\$328,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$3,600,000								

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year



PROJECT PROPOSAL

7.b

HARRISONA PROJECT# 2802.00

PROJECT : METROLINK CAM EXPENSES FOR FISCAL 2024

SCOPE TYPE: SGR | MF

Perform rehab work at LA Union Station to address drainage issues, upgrade lighting to LED, landscape refurbishment, upgrade safety and security elements at the stations, and modernize plumbing.
This amount changes each year.

Mile Posts: n/a

Division: All County: LA Asset Type: Right of Way

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 2: Maintain Fiscal Sustainability) Increase fare revenue
3. (Goal 3: Invest in People and Assets) Maintain State of Good Repair

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Short pay CAM expenses from FY 2019 to current -Pay current station share of rehab costs for the use of Union Station.

RANKING // PROJECT READINESS

1. Condition of Asset..... Worn
 2. System Impact..... Average
1. Condition of Asset..... Worn 2. System Impact..... Average

RISK CREATED BY NON-IMPLEMENTATION

Failure to implement improvements can lead to lead station vulnerability, additional costs in utilities and subcontractor

Current Age: 33 Year(s) Standard Lifespan: 20 Year(s)

Additional support document was submitted

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TO
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$1,675,000	\$1,675
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$0	\$0	\$0	\$0	
ROW ACQUISITION	\$0								
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$0	\$0	\$0	\$0	
FLAGGING	\$0								
BUS BRIDGES	\$0			2028	\$0	\$0	\$0	\$0	
CLOSE OUT	\$1,675,000								
DBE/LABOR	\$0			2029	\$0	\$0	\$0	\$0	
PROJECT MANAGEMENT									
* P.M STAFF	\$0								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
TOTAL	\$1,675,000								

Cash Flow is constructed based on overall % of project completion as determined project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th y = 30%

Attachment: Attachment B - State of Good Repair Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year

																		FUNDINGS					
ROW#	CREATOR	INTEND YEAR	BGT FY	STATUS	APPROVE	PROJECT #	REV	TYPE	ROUTE	SUBDIVISION	MILEPOSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	PROJECT COST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	HOLMANS	2023	2024	SAVED	OPEN	2599	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	SMART MAINTENANCE - PHASE II	•Wireless network infra-structure to all passenger cars •Wireless connection to primary onboard system. •Equip all passenger onboard system with wireless hub.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
2	HOLMANS	2024	2024	SAVED	OPEN	2665	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	New Tier4 Locomotive Procurement	•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).	\$4,900,000	\$2,327,500	\$970,200	\$543,900	\$705,600	\$352,800	\$0
3	SHAHIDS	2024	2024	SAVED	OPEN	2694	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Communication System Overhaul Phase I	•Add interior side destination panels. •Add DC/DC isolation power supply to protect the logic board in comm system.	\$550,000	\$261,250	\$108,900	\$61,050	\$79,200	\$39,600	\$0
4	SHAHIDS	2024	2024	SAVED	OPEN	2695	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Car Luggage Rack	•Luggage rack for 137 Rotem cars •Luggage rack for 71 Bombardier cars	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
5	SHAHIDS	2024	2024	SAVED	OPEN	2696	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Passenger Cabin CCTV	• 10 cameras in all passenger cars • Video file storage • Wireless network connection from the existing car cell modem installed by Smart Maintenance program.	\$3,256,000	\$1,546,600	\$644,688	\$361,416	\$468,864	\$234,432	\$0
6	SHAHIDS	2024	2024	SAVED	OPEN	2722	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2	Second phase of specialized maintenance equipment multi-year procurement. Equipment is used to support specialized track maintenance, rehabilitation and third party construction projects. The specialized equipment and costs include the following: Jackson Production Tamper = \$1,770,000 Dynamic Track Stabilizer = \$2,357,000 Ballast Regulator = \$540,000	\$5,585,000	\$2,652,875	\$1,105,830	\$619,935	\$804,240	\$402,120	\$0
7	SHAHIDS	2024	2024	SAVED	OPEN	2745	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Rolling Stock	Fuel Economy and Diagnostics Systems Study	Study analyzes possible emission reductions associated with the use of green diesel and additional cost savings that may result from use of fuel optimization software.	\$600,000	\$285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$0
8	SHAHIDS	2024	2024	SAVED	OPEN	2746	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Facilities	EV Infrastructure	•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.	\$1,500,000	\$712,500	\$297,000	\$166,500	\$216,000	\$108,000	\$0
9	SHAHIDS	2024	2024	SAVED	OPEN	2762	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	PMIS IT project support	IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
10	CHAKLADARA	2024	2024	SAVED	OPEN	2782	00	Capital	ALL	All	n/a - n/a	n/a	n/a	Business Systems	Document Management System (DMS)	Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. This system has been prioritized by the XLT for the last year.	\$464,000	\$220,400	\$91,872	\$51,504	\$66,816	\$33,408	\$0
TOTAL PROJECT COUNT																	\$20,855,000 10	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0
REHAB TOTAL																	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REHAB COUNT																	0						
CAPITAL TOTAL																	\$20,855,000	\$9,906,125	\$4,129,290	\$2,314,905	\$3,003,120	\$1,501,560	\$0
CAPITAL COUNT																	10						

gram Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

HOLMANS PROJECT# 2599.00

PROJECT : SMART MAINTENANCE - PHASE II

SCOPE				TYPE: CAPITAL NON-MF					
<div>•Wireless network infra-structure to all passenger cars</div> <div>•Wireless connection to primary onboard system.</div> <div>•Equip all passenger onboard system with wireless hub.</div>									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership									
2. (Goal 4: Retain and Grow Ridership) Improve service reliability									
JUSTIFICATION				RANKING // PROJECT READINESS					
Wireless network infrastructure in passenger cars to accommodate future ethernet network equipped onboard system such as CCTV, DVR, Broadcasting TV, HVAC.				1. System Reliability..... High					
				2. Ridership Increase..... Average					
				3. Capacity Improvements..... Low					
RISK CREATED BY NON-IMPLEMENTATION				4. Safety & Security..... High					
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.				5. Environmental..... Low					
Current Age: New Standard Lifespan: 8 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ROW ACQUISITION	\$0								
MATERIAL	\$1,062,000			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$150,000								
CONTINGENCY	\$137,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,500,000								

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024)

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

HOLMANS PROJECT# 2665.00

PROJECT : NEW TIER4 LOCOMOTIVE PROCUREMENT

SCOPE TYPE: CAPITAL | NON-MF

•Procure Tier 4 locomotive in 8 qty (10% Member Agencies Matching Funds commitments).

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 4: Retain and Grow Ridership) Improve service reliability

JUSTIFICATION RANKING // PROJECT READINESS

Emission reduction for environment cleanness and possible upcoming legal operating penalty (for non-Tier 4 operation). Additional benefit is legacy unit locomotive replacement.

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Average
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

possible upcoming legal operating penalty (for non-Tier 4 operation). Opportunity to avail Grant Match

Current Age: 12 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$245,000	\$245
DESIGN	\$0			2025	\$428,750	\$428,750	\$428,750	\$428,750	\$1,715
ENVIRONMENTAL	\$0			2026	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470
ROW ACQUISITION	\$0			2027	\$367,500	\$367,500	\$367,500	\$367,500	\$1,470
MATERIAL	\$3,472,000			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$490,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$492,000								
CONTINGENCY	\$446,000								
TOTAL	\$4,900,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2694.00

PROJECT : COMMUNICATION SYSTEM OVERHAUL PHASE I

SCOPE

TYPE: CAPITAL | NON-MF

- Add interior side destination panels.
- Add DC/DC isolation power supply to protect the logic board in comm system.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 4: Retain and Grow Ridership) Improve service reliability

RISKS CAUSING PROJECT DELAY

JUSTIFICATION

Customer convenience
- There is currently no destination sign interior of the car.
- The interior sign will give passengers information of next station or current location information.

RANKING // PROJECT READINESS

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION

Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.

Current Age: New Standard Lifespan: 0 Year(s)

BUDGET

	AMOUNT	START	END
CONTRACT PACKAGING	\$0		
DESIGN	\$0		
ENVIRONMENTAL	\$0		
ROW ACQUISITION	\$0		
MATERIAL	\$385,000		
CONSTRUCTION	\$0		
SPECIAL RAIL EQUIP	\$0		
FLAGGING	\$0		
BUS BRIDGES	\$0		
CLOSE OUT	\$0		
DBE/LABOR	\$0		
PROJECT MANAGEMENT			
* P.M STAFF	\$55,000		
* SUPPORT STAFF	\$0		
* CONSULTANT	\$60,000		
CONTINGENCY	\$50,000		
TOTAL	\$550,000		

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2024	\$0	\$0	\$0	\$27,500	\$27,500
2025	\$48,125	\$48,125	\$48,125	\$48,125	\$192,500
2026	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
2027	\$41,250	\$41,250	\$41,250	\$41,250	\$165,000
2028	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2695.00

PROJECT : PASSENGER CAR LUGGAGE RACK

SCOPE				TYPE: CAPITAL NON-MF					
<div>•Luggage rack for 137 Rotem cars</div> <div>•Luggage rack for 71 Bombardier cars</div>									
Mile Posts: n/a				Division: All County: ALL Asset Type: Rolling Stock					
OBJECTIVES				RISKS CAUSING PROJECT DELAY					
<div>1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership</div> <div>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</div>									
JUSTIFICATION				RANKING // PROJECT READINESS					
Board requested luggage rack in the passenger car to provide convenience to passengers who use Metrolink service for Ontario airport. The connecting line between Ontario and RCC is scheduled to be available by Fall 2024.				<div>1. System Reliability..... High</div> <div>2. Ridership Increase..... Average</div> <div>3. Capacity Improvements..... Low</div> <div>4. Safety & Security..... High</div> <div>5. Environmental..... Low</div>					
RISK CREATED BY NON-IMPLEMENTATION									
Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere. Current Age: New Standard Lifespan: 0 Year(s)									
BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$75,000	\$75
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525
ROW ACQUISITION	\$0								
MATERIAL	\$1,050,000			2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	
* P.M STAFF	\$151,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$162,000								
CONTINGENCY	\$137,000			Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%					
TOTAL	\$1,500,000								

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2696.00

PROJECT : PASSENGER CABIN CCTV

SCOPE	TYPE: CAPITAL NON-MF
-------	------------------------

- 10 cameras in all passenger cars
- Video file storage
- Wireless network connection from the existing car cell modem installed by Smart Maintenance program.

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES	RISKS CAUSING PROJECT DELAY
------------	-----------------------------

1. (Goal 4: Retain and Grow Ridership) Grow and retain ridership
2. (Goal 4: Retain and Grow Ridership) Improve service reliability

JUSTIFICATION	RANKING // PROJECT READINESS
---------------	------------------------------

Added security for passengers in Metrolink service. This budgetary request would outfit 2 five-car train sets. This is a proof-of-concept effort.

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Low
4. Safety & Security..... High
5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION

Risk involved in non-implementation is that the maintenance would stay in relative low efficiency with local capability, compared to the remote/wireless capability that is available everywhere.

Current Age: New Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$162,800	\$162,800
DESIGN	\$0								
ENVIRONMENTAL	\$0			2025	\$284,900	\$284,900	\$284,900	\$284,900	\$1,139,600
ROW ACQUISITION	\$0								
MATERIAL	\$2,280,000			2026	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
CONSTRUCTION	\$0								
SPECIAL RAIL EQUIP	\$0			2027	\$244,200	\$244,200	\$244,200	\$244,200	\$976,800
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0			2028	\$0	\$0	\$0	\$0	\$0
DBE/LABOR	\$0								
PROJECT MANAGEMENT				2029	\$0	\$0	\$0	\$0	\$0
* P.M STAFF	\$326,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$354,000								
CONTINGENCY	\$296,000								
TOTAL	\$3,256,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2722.00

PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT, PHASE 2

SCOPE TYPE: CAPITAL | MF

Second phase of specialized maintenance equipment multi-year procurement. Equipment is used to support specialized track maintenance, rehabilitation and third party construction projects. The specialized equipment and costs include the following:

Jackson Production Tamper = \$1,770,000

Dynamic Track Stabilizer = \$2,357,000

Ballast Regulator = \$540,000

Mile Posts: n/a

Division: All County: ALL Asset Type: Non-Revenue Fleet

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 4: Retain and Grow Ridership) Improve service reliability
4. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

JUSTIFICATION RANKING // PROJECT READINESS

Capital purchase of MOW specialized support equipment to support the railroad.

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High
4. Safety & Security..... High
5. Environmental..... High

RISK CREATED BY NON-IMPLEMENTATION

Groups of existing MOW vehicles and equipment are in immediate need of rehabilitation but cannot be taken out of service due to needs across the entire SCRRRA territory. It is recommended to strategically purchase new vehicles and equipment to Current Age: New Standard Lifespan: 15 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$279,250	\$279
DESIGN	\$0			2025	\$488,688	\$488,688	\$488,688	\$488,686	\$1,954
ENVIRONMENTAL	\$0			2026	\$418,875	\$418,875	\$418,875	\$418,875	\$1,675
ROW ACQUISITION	\$0			2027	\$418,875	\$418,875	\$418,875	\$418,875	\$1,675
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$4,667,000								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$250,000								
PROJECT MANAGEMENT									
* P.M STAFF	\$100,000								
* SUPPORT STAFF	\$60,000								
* CONSULTANT	\$0								
CONTINGENCY	\$508,000								
TOTAL	\$5,585,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2745.00

PROJECT : FUEL ECONOMY AND DIAGNOSTICS SYSTEMS STUDY

SCOPE TYPE: CAPITAL | MF

Study analyzes possible emission reductions associated with the use of green diesel and additional cost savings that may result from use of fuel optimization software

Mile Posts: n/a

Division: All County: ALL Asset Type: Rolling Stock

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost

JUSTIFICATION RANKING // PROJECT READINESS

The study could help improve Fuel efficiency to reduce operating cost

1. System Reliability..... High
2. Ridership Increase..... Average
3. Capacity Improvements..... Average
4. Safety & Security..... High
5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION

Opportunity to reduce operating fuel cost

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$30,000	\$30
DESIGN	\$0			2025	\$52,500	\$52,500	\$52,500	\$52,500	\$210
ENVIRONMENTAL	\$0			2026	\$45,000	\$45,000	\$45,000	\$45,000	\$180
ROW ACQUISITION	\$0			2027	\$45,000	\$45,000	\$45,000	\$45,000	\$180
MATERIAL	\$420,000			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$0			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$60,000								
* SUPPORT STAFF	\$0								
* CONSULTANT	\$65,000								
CONTINGENCY	\$55,000								
TOTAL	\$600,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2746.00

PROJECT : EV INFRASTRUCTURE

SCOPE				TYPE: CAPITAL MF											
•Develop necessary drawings for charging infrastructure, obtain permits and utility rebate applications.															
Mile Posts: n/a				Division: All County: ALL Asset Type: Facilities											
OBJECTIVES				RISKS CAUSING PROJECT DELAY											
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost				<div>1. System Reliability..... High</div> <div>2. Ridership Increase..... Low</div> <div>3. Capacity Improvements..... Average</div> <div>4. Safety & Security..... Low</div> <div>5. Environmental..... High</div>											
JUSTIFICATION															
Under the new regulation public agencies in California must purchase 50% zero Emission (ZEV) vehicle from Model years 2024-2026. Starting from 2027 all vehicles purchased must be Zero emissions.															
RISK CREATED BY NON-IMPLEMENTATION															
Could Result in non-Compliance															
Current Age: New Standard Lifespan: 0 Year(s)				<div>Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%</div>											
BUDGET															
AMOUNT		START	END							FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING		\$0								2024	\$0	\$0	\$0	\$75,000	\$75,000
DESIGN		\$150,000								2025	\$131,250	\$131,250	\$131,250	\$131,250	\$525,000
ENVIRONMENTAL		\$0								2026	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
ROW ACQUISITION		\$0								2027	\$112,500	\$112,500	\$112,500	\$112,500	\$450,000
MATERIAL		\$0								2028	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		\$900,000								2029	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP		\$0													
FLAGGING		\$0													
BUS BRIDGES		\$0													
CLOSE OUT		\$0													
DBE/LABOR		\$0													
PROJECT MANAGEMENT															
* P.M STAFF		\$151,000													
* SUPPORT STAFF		\$0													
* CONSULTANT		\$162,000													
CONTINGENCY		\$137,000													
TOTAL		\$1,500,000													

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024)

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

SHAHIDS PROJECT# 2762.00

PROJECT : PMIS IT PROJECT SUPPORT

SCOPE

TYPE: CAPITAL | NON-MF

IT Support for the Project Management Information System. This includes services for an Application Administrator for PMIS to ensure the proper oversight and support for the project. Also, to provide the required licenses for 1 year during the project implementation phase.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES

1. (Goal 7: Improve Organizational Efficiency) Clearly define staff roles and
2. (Goal 6: Improve Communications to Customers and Stakeholders) Reduce
3. (Goal 6: Improve Communications to Customers and Stakeholders) Improve
4. (Goal 3: Invest in People and Assets) Reduce employee turnover

JUSTIFICATION

Ensure all IT business requirements are documented and implemented. Also ensure integration with other applications is done per requirements and ensure data security per agency protocols.

RISK CREATED BY NON-IMPLEMENTATION

Not enough IT oversight on the project to ensure system configuration and integration with other applications done per Agency IT procedures and policies.

Current Age: 123 Year(s) Standard Lifespan: 0 Year(s)

RISKS CAUSING PROJECT DELAY

1. System Reliability..... High
2. Ridership Increase..... High
3. Capacity Improvements..... High

4. Safety & Security..... High
5. Environmental..... High

CASH FLOW

FY	Q1	Q2	Q3	Q4	TOTAL
2024	\$0	\$0	\$0	\$250,000	\$250,000
2025	\$187,500	\$187,500	\$187,500	\$187,500	\$750,000
2026	\$0	\$0	\$0	\$0	
2027	\$0	\$0	\$0	\$0	
2028	\$0	\$0	\$0	\$0	
2029	\$0	\$0	\$0	\$0	

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

BUDGET	
	AMOUNT
	START
	END
CONTRACT PACKAGING	\$0
DESIGN	\$0
ENVIRONMENTAL	\$0
ROW ACQUISITION	\$0
MATERIAL	\$900,000
CONSTRUCTION	\$0
SPECIAL RAIL EQUIP	\$0
FLAGGING	\$0
BUS BRIDGES	\$0
CLOSE OUT	\$0
DBE/LABOR	\$0
PROJECT MANAGEMENT	
* P.M STAFF	\$9,000
* SUPPORT STAFF	\$0
* CONSULTANT	\$0
CONTINGENCY	\$91,000
TOTAL	\$1,000,000

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRRA Preliminary Budget Request for Fiscal Year 2023/2024)

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for



PROJECT PROPOSAL

7.c

CHAKLADARA PROJECT# 2782.00

PROJECT : DOCUMENT MANAGEMENT SYSTEM (DMS)

SCOPE TYPE: CAPITAL | MF

Procurement of a Document Management System (DMS) to allow staff and agency contractors to store and retrieve documents, images, drawings, contracts etc. The system has been prioritized by the XLT for the last year.

Mile Posts: n/a

Division: All County: ALL Asset Type: Business Systems

OBJECTIVES RISKS CAUSING PROJECT DELAY

1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
2. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
3. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents
5. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

JUSTIFICATION RANKING // PROJECT READINESS

There are several disparate systems to store and manage documents at Metrolink. Examples are Shared File Folders, Application Extender, Applications such as Oracle FIS which allow documents to be stored etc. Storing, tracing and retrieving documents from unstructured document repositories such as Shared File Folders is time

RISK CREATED BY NON-IMPLEMENTATION

Storage and retrieval of documents will not be streamlined.

Current Age: New Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2024	\$0	\$0	\$0	\$23,200	\$23
DESIGN	\$0			2025	\$40,600	\$40,600	\$40,600	\$40,600	\$162
ENVIRONMENTAL	\$0			2026	\$34,800	\$34,800	\$34,800	\$34,800	\$139
ROW ACQUISITION	\$0			2027	\$34,800	\$34,800	\$34,800	\$34,800	\$139
MATERIAL	\$0			2028	\$0	\$0	\$0	\$0	
CONSTRUCTION	\$400,000			2029	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP	\$0								
FLAGGING	\$0								
BUS BRIDGES	\$0								
CLOSE OUT	\$0								
DBE/LABOR	\$0								
PROJECT MANAGEMENT									
* P.M STAFF	\$14,000								
* SUPPORT STAFF	\$7,000								
* CONSULTANT	\$0								
CONTINGENCY	\$43,000								
TOTAL	\$464,000								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: Attachment C - New Capital Program Detailed Project List (9570 : SCRRA Preliminary Budget Request for Fiscal Year 2023/2024 for

Minute Action

AGENDA ITEM: 8

Date: May 11, 2023

Subject:

Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2023/2024 for Arrow Service

Recommendation:

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

A. Approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for the first quarter of Fiscal Year (FY) 2023/2024 for Arrow service operations, in the amount of \$6,239,915.

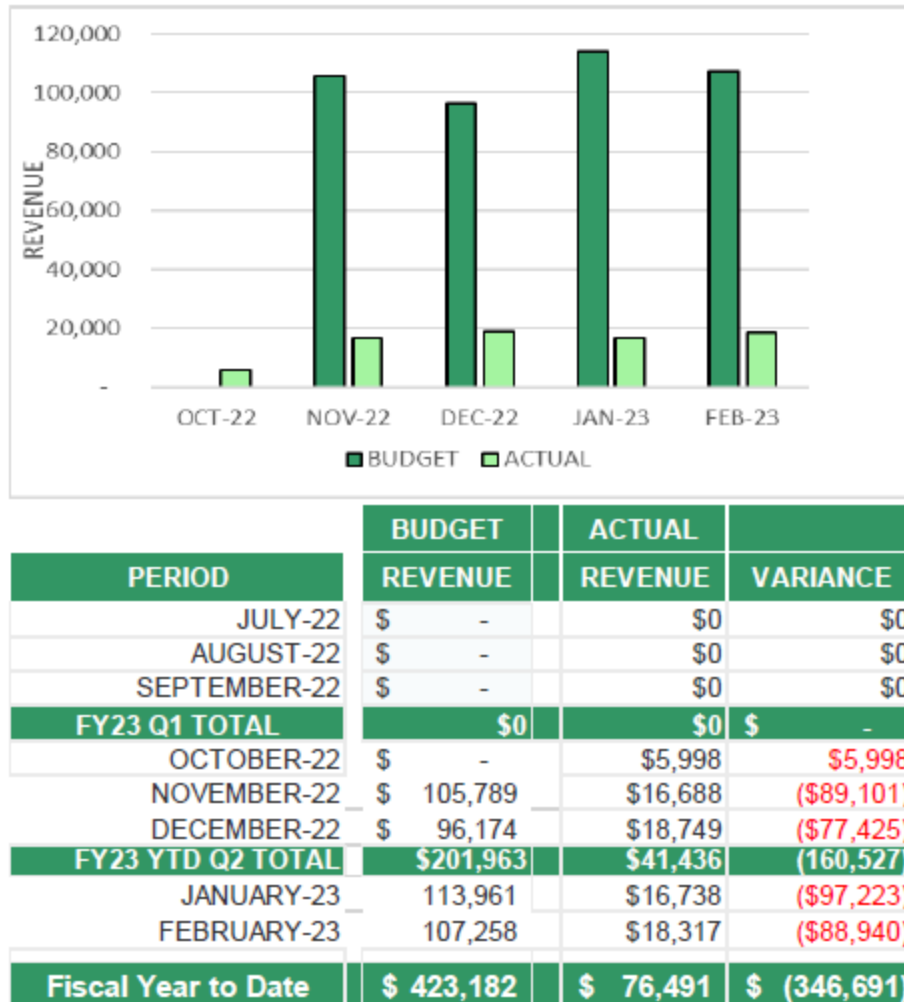
B. Approve the funding allocation to support funding for Recommendation A, totaling \$6,239,915, to fund SBCTA's first quarter subsidy of the FY 2023/2024 Budget using Measure I Valley Metrolink/Rail Service Program funds.

Background:

On October 24, 2023, Southern California Regional Rail Authority (SCRRA), in partnership with the San Bernardino County Transportation Authority (SBCTA), launched the Arrow Service connecting the City of Redlands and surrounding communities to San Bernardino and beyond. Passengers traveling west can connect to the Metrolink Passenger Rail and Omnitrans bus service at the San Bernardino-Downtown Metrolink Station and travel as far west as Los Angeles Union Station, or for those traveling east as far as the University of Redlands. Arrow Service is solely funded by SBCTA and runs 25 trips east and westbound, Monday through Friday, which includes one Metrolink round-trip to/from Los Angeles Union Station, and 16 trips east and westbound on weekends.

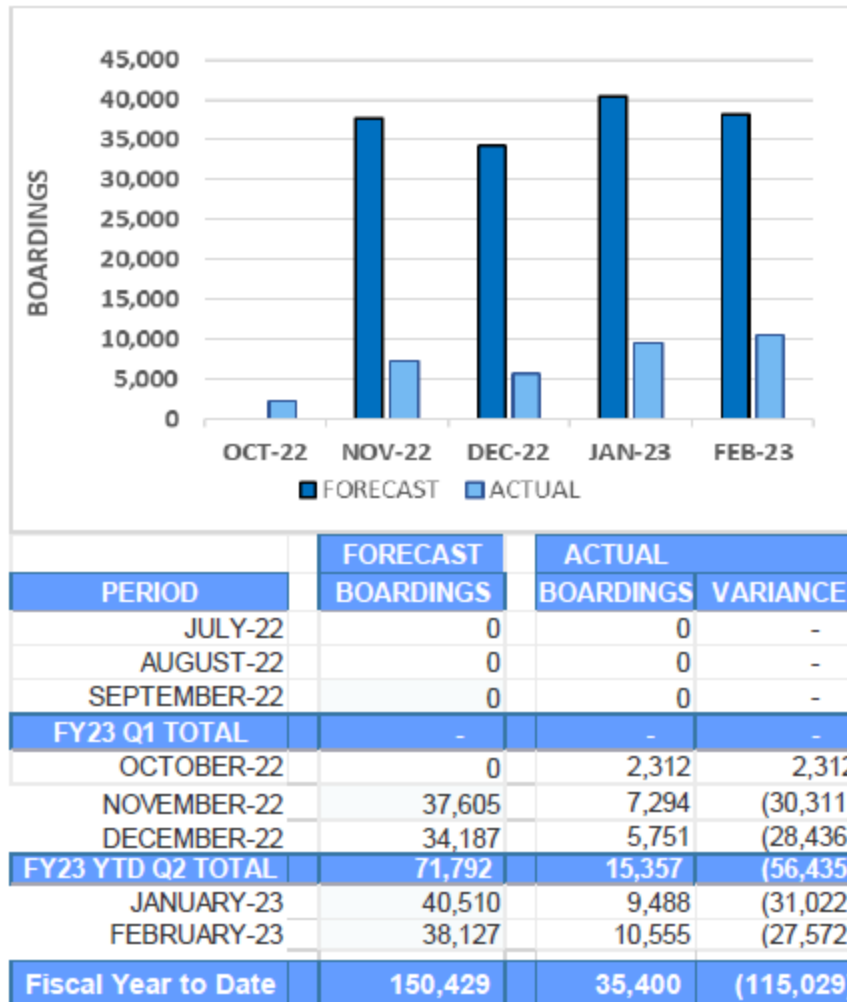
Year-to-Date revenue for the eight (8) months ending February 2023, noting that Arrow Service has only been in operations for four (4) full months at this point; revenue was estimated at \$423,182 while the actual revenue is \$76,491, or 18 percent. This variance creates a fare box revenue shortfall from the budget of \$346,691. Figure 1 on the following page, shows the percent of the total fare box revenue through February.

Figure 1. Arrow Service FY23 Budgeted Revenue vs. Actual



Year-to-date ridership for the eight (8) months ending February 2023, again noting that Arrow Service has only been in operations four (4) full months, ridership was estimated at 150,429 while the actual ridership is 35,400, or 23.5 percent. This variance creates a ridership shortfall from the estimate of 115,029. Figure 2 on the following page, shows the percent of the total ridership through February.

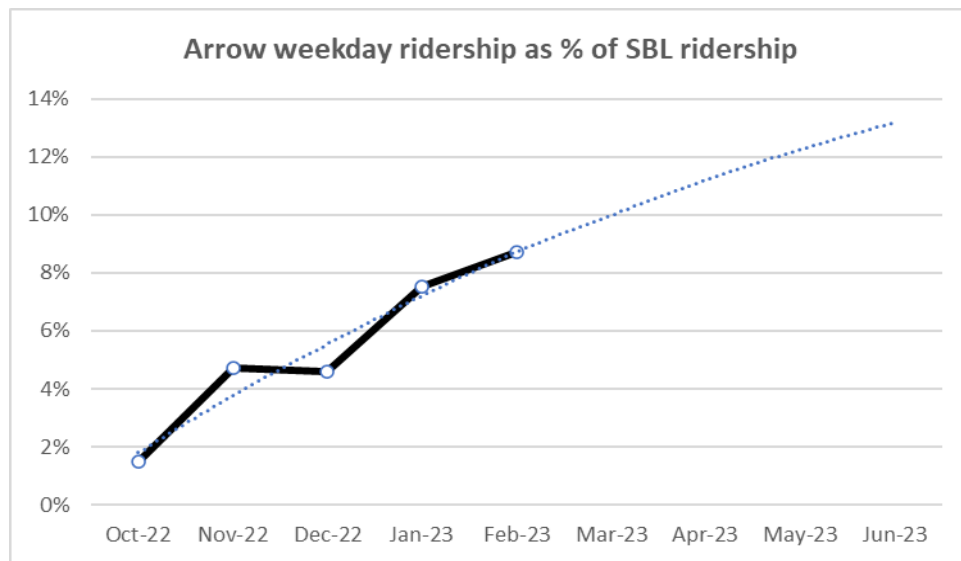
Figure 2. Arrow Service FY23 Budgeted Ridership vs. Actual



The estimated figures noted above are based on a ridership forecast compiled by HDR, Inc. in 2017 during the environmental phase of the project and does not account for the current impacts on public transit due to the COVID-19 pandemic, from which all public transportation is in the process of recovering from, including the Metrolink passenger rail service. On February 24, 2023, the SCRRA Board of Directors approved an updated ridership and revenue forecast developed in partnership between SCRRA and third-party consultant, KPMG and Sperry Capital, for the Metrolink system for FY 2023 through FY 2027 (Ridership and Revenue Forecast FY 2023-FY 2027). This forecast allows SCRRA to better reflect ridership recovery and anticipate revenue for future budget developments, beginning with this FY 2023/2024 Preliminary Budget. This forecast included the development of three scenarios: High, Medium, and Low growth scenarios. The SCRRA Board unanimously adopted the use of the Low Growth Scenario for the FY 2023/2024 Budget for Metrolink. While Arrow Service was not included in this forecast since Arrow revenue service had not yet commenced, SCRRA staff later developed a revised ridership and revenue forecast for Arrow Service using projections informed by the 2017 HDR ridership model and the KPMG and Sperry Capital Low Growth

Scenario model. The updated ridership forecast is intended to be used for the budget development beginning in FY 2023/2024. The 2017 HDR ridership model projected Arrow weekday ridership at 20 percent of the San Bernardino Line (SBL) ridership during the base year. In 2023, weekday Arrow ridership has been averaging 8 percent of SBL ridership, while weekend ridership on Arrow accounts for 11 percent of total Arrow ridership and averages 7 percent of SBL weekend ridership. This ridership ratio is expected to continue to grow and average 13 percent in FY 2023/2024, as shown in Figure 3 below, noting that this forecast does not include the Metrolink round-trip train.

Figure 3. Arrow Weekday Ridership as Percentage of San Bernardino Line Ridership



A draft budget was provided to SBCTA staff on March 23, 2023. For Operations, staff was provided with a preliminary FY 2023/2024 operating statement that included estimated fare revenue and total expenses for FY 2023/2024, and allowed for a period of review and comment by SBCTA. The requested operations subsidy amount is approximately \$18.1 million, which is a 30 percent increase over FY 2022/2023, as well as 25 percent increase over the previously coordinated baseline operations budget for FY 2023/2024, originally provided to SBCTA staff in October 2023. SCRRA staff responded to initial questions and comments received from SBCTA on April 10, 2023. SBCTA staff submitted additional questions, with responses received from SCRRA on April 27, 2023.

At this time, discussions between SBCTA and SCRRA are still ongoing and costs are being finalized. Since the operations budget has a \$4.2 million increase over the previously approved budget, staff is recommending that a full year of actual expenditures be analyzed to inform the on-going budget. However, actual expenditures are not available and are normally provided once the SCRRA financial books are reconciled and complete the Annual Comprehensive Financial Report (ACFR), which is anticipated to be available after the first quarter of the new FY. As such, a final FY 2023/2024 Budget recommendation by staff is not yet available. In order to avoid delays or interruption to Arrow Service operations, staff is recommending approval of a four (4) months funding allocation in the amount of \$6,239,915 to SCRRA for operations to allow for additional time to develop and finalize the FY 2023/2024 Budget. This 4-month allocation is based on the first full four (4) months of actual operating expenses for the 2022/2023 Fiscal Year. Figure 4 on the following page, provides additional details.

San Bernardino County Transportation Authority

It should be noted that the figure shows “Eight (8) months ending February 28, 2023” reflecting eight (8) months into the current fiscal year, however since Arrow Service did not commence until October 24, 2022, it has only been in operations for a full four (4) months at that point. As the cost estimate is refined, an updated operating statement reflecting the final cost estimate for FY 2023/2024 will be provided to the Board at a future date.

Figure 4. Arrow Service Operating Statement for the 8 Months Ending February 28, 2023

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY ARROW SERVICE PRELIMINARY OPERATING STATEMENT FOR THE EIGHT MONTHS ENDING FEBRUARY 28, 2023				
	2023 BUDGET	FY23 ACTUAL	VARIANCE FROM ADJUSTED BUDGET OVER/(UNDER)	
			AMOUNT	%
Operating Revenue				
Farebox Revenue	423,182	76,491	(346,691)	(81.92%)
Subtotal Pro Forma Farebox	423,182	76,491	(346,691)	(81.92%)
Total Operating Revenues	423,182	76,491	(346,691)	(81.92%)
Operating Expenses				
Operations & Services				
Train Operations	2,856,197	1,565,338	(1,290,859)	(45.20%)
Equipment Maintenance	2,416,024	1,483,073	(932,951)	(38.62%)
Fuel	369,707	148,364	(221,343)	(59.87%)
Operating Facilities Maintenance	129,867	32,679	(97,188)	(74.84%)
Other Operating Train Services	26,667	1,513	(25,153)	(94.32%)
Security	973,459	1,012,266	38,807	3.99%
Public Safety Program	26,664	0	(26,664)	(100.00%)
Passenger Relations	32,133	21,730	(10,402)	(32.37%)
TVM Maint/Revenue Collection	117,428	36,732	(80,696)	(68.72%)
Marketing	123,333	77,949	(45,384)	(36.80%)
Media & External Communications	10,000	10,000	0	0.00%
Utilities / Leases	184,267	131,179	(53,088)	(28.81%)
Subtotal Operations & Services	7,265,744	4,520,823	(2,744,921)	(37.78%)
Maintenance-of-Way				
MoW - Line Segments	1,202,920	629,045	(573,875)	(47.71%)
Subtotal Maintenance-of-Way	1,202,920	629,045	(573,875)	(47.71%)
Administration & Services				
Ops Salaries & Benefits	720,214	573,227	(146,987)	(20.41%)
Ops Non-Labor Expenses	14,970	11,204	(3,766)	(25.16%)
Indirect Administrative Expenses	590,530	352,996	(237,534)	(40.22%)
Subtotal Administration & Services	1,325,714	937,427	(388,287)	(29.29%)
Total Operating Expenses	9,794,378	6,087,295	(3,707,085)	(37.85%)
Insurance Expense (Recoveries)				
Liability/Property/Auto/Misc	152,620	152,620	0	0.00%
Net Claims / SI	6,667	0	(6,667)	(100.00%)
Claims Administration	3,667	0	(3,667)	(100.00%)
Subtotal Insurance Expense (Recoveries)	162,953	152,620	(10,333)	(6.34%)
Total Expenses	9,957,332	6,239,915	(3,717,417)	(37.33%)
Net Loss	(9,534,150)	(6,163,424)	3,370,725	(35.35%)
Member Support	9,534,150	9,534,150	0	0.00%
Surplus / (Deficit)	0	3,370,725	3,370,725	0

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget or the Proposed Fiscal Year 2023/2024 Budget.

Reviewed By:

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

Responsible Staff:

Rebekah Soto, Multimodal Mobility Programs Administrator

San Bernardino County Transportation Authority

This page intentionally left blank

Approved
Transit Committee
Date: May 11, 2023
Witnessed By:

Minute Action

AGENDA ITEM: 9

Date: May 11, 2023

Subject:

Zero Emission Multiple Unit Delivery Update and Testing at the Transportation Technology Center

Recommendation:

Receive and file an update on the Zero Emission Multiple Unit vehicle and testing at the Transportation Technology Center in Pueblo, Colorado.

Background:

The San Bernardino County Transportation Authority (SBCTA), in partnership with the Southern California Regional Rail Authority, expanded the public transit network in the San Bernardino Valley with the operation of the Redlands Passenger Rail, or Arrow, starting on October 24, 2022. One of SBCTA's initiatives is to reduce greenhouse gas (GHG) emissions and improve air quality. The diesel multiple units purchased for the Arrow Service are powered via a Tier 4 diesel engine "generator" that provides power to electric motors at the wheels. SBCTA recognized an opportunity to convert the power generator to an alternative propulsion technology in an effort to produce a low or zero emission multiple unit (ZEMU) that could run on the existing heavy rail infrastructure, thus reducing air quality impacts while furthering the use of existing rail infrastructure. In April 2018, the California State Transportation Agency (CalSTA) awarded SBCTA \$30 million in Transit and Intercity Rail Capital Program (TIRCP) funds to research and develop a ZEMU rail vehicle and construct the infrastructure to fuel and maintain the ZEMU. In January 2023, CalSTA awarded SBCTA an additional \$15.8 million in TIRCP funds toward cost increases that have occurred since the initial award.

In November 2019, the contract with Stadler US, Inc. (Stadler) for the production of the ZEMU was executed using the Arrow Diesel Multiple Unit (DMU) as the basis for negotiations and development of the technical specification for the hybrid hydrogen-fuel cell battery ZEMU. Design of the vehicle commenced shortly after the contract execution and Stadler began manufacturing of the vehicle in the summer of 2021 with components similar to the DMUs and while further refining the hydrogen propulsion technology. The ZEMU vehicle assembly was completed in mid-2022 and unveiled at InnoTrans, an international trade and visitor fair for transport technology, in September 2022. Dynamic testing in Switzerland began in December 2022 and is scheduled to wrap up the third week in May 2023, then prepared for shipment to the United States at the end of June 2023.

The original contract scope required the ZEMU to be validated on private track (not regulated by Federal Railroad Administration (FRA)) prior to delivery to SBCTA. Stadler had proposed that this would be done by a combination of testing at low speed (less than 50 miles per hour (mph)) in Switzerland, followed by high speed (up to 79 mph) testing at a test ring in Poland, then final delivery and pre-revenue acceptance testing in San Bernardino. Testing in San Bernardino was scheduled to begin September of 2023 and continue through February of 2024. Stadler had since revoked its plan for high speed testing in Poland for several reasons, such as; the need for different wheel sets and the need for the high speed testing to be duplicated once in San Bernardino, which had SBCTA concerned.

Entity: San Bernardino County Transportation Authority

In responding to SBCTA's concerns regarding the lack of full speed and duty cycle validation testing prior to delivery to San Bernardino, Stadler collaborated with the University of Hawaii and ENSCO, Inc., a company that operates and maintains the Transportation Technology Center (TTC) in support of the U.S. Department of Transportation, and submitted a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant application to include funding for ZEMU testing at the TTC in Pueblo, Colorado. The funding would cover both the required project validation testing, as well as further out-of-scope testing to progress the knowledge of the industry regarding vehicles with hydrogen-hybrid propulsion technologies. The grant has been submitted; however, the process may take several months to be awarded. A decision to transport and test at the TTC is needed regardless of the award of the grant to avoid lengthy delays.

While the decision to take the ZEMU vehicle to the TTC for testing is being considered, staff examined the benefit of testing at the TTC, including the constraints of testing on an active railroad such as the Arrow corridor. Furthermore, the Arrow corridor is limited to a maximum operating speed of 50 mph so the 79 mph full speed test will need to be done outside of the Arrow corridor such as the San Gabriel subdivision where the Metrolink service operates and which is heavily used. Testing outside of the Arrow corridor will require coordination with freight, which poses a tight window for testing and will require flagging at each grade crossing within the testing limits. These constraints could significantly impact cost and schedule. Additionally, by going to the TTC, the duration of local testing in San Bernardino will be significantly shortened. This will likely result in cost savings by reducing the amount of labor required by SBCTA's test risk mitigation consultant staff. Based on the testing support labor analysis and assumptions, the labor savings could be in the magnitude of \$1.1 million. This cost saving would offset an SBCTA contribution to TTC testing if need be.

Staff recognized that by testing at the TTC, SBCTA may be responsible for some elements such as fueling and transportation costs with transporting the ZEMU between the TTC and San Bernardino, which still needs to be negotiated. However, this cost may be offset by the savings of not having a longer test period as mentioned earlier. Also, should Stadler be successful in securing the CRISI grant, SBCTA's cost responsibility may be covered. In the event Stadler is not successful in securing the grant, SBCTA and Stadler will need to negotiate a contract change order for costs associated with the change in test location and duration. Staff estimates that there is sufficient capacity in the previously authorized project budget to cover the additional testing cost at the TTC. However, since the potential change order amount is unknown at this time, staff will return to the Board of Directors for further approval should the change order exceed the currently authorized contract contingency.

As staff was assessing testing at the TTC, a request came from Stadler to display and highlight the ZEMU at the American Public Transportation Association (APTA) TRANSform Conference & Expo (APTA Expo) in Orlando, Florida, in October 2023, similar to the unveiling at InnoTrans in 2022. Staff agrees that the APTA conference & expo is a beneficial platform to promote SBCTA's first hydrogen train in North America and agreed to send the ZEMU to Orlando, Florida before heading to Pueblo, Colorado for testing at the TTC. However, SBCTA stressed the importance of revisiting the overall testing durations in order to minimize the impact of the overall testing schedule due to the additional time needed to showcase the ZEMU at the APTA Expo, which is estimated to increase overall travel time from Europe to San Bernardino

Transit Committee Agenda Item

May 11, 2023

Page 3

by two (2) months. With the testing at TTC and stopover at the APTA Expo in October 2023, the ZEMU is expected to arrive in San Bernardino in late September 2024. Once in San Bernardino, the planned testing is scheduled to take two and one-half (2 ½) months before commencing revenue service in late 2024.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

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

Responsible Staff:

Joy Buenaflor, Project Manager

Approved
Transit Committee
Date: May 11, 2023

Witnessed By:

Additional Information

TRANSIT COMMITTEE ATTENDANCE RECORD – 2023

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Eunice Ulloa City of Chino		X	X	X								
Ray Marquez City of Chino Hills		X	X									
Frank Navarro City of Colton				X								
Aquanetta Warren City of Fontana		X	X	X								
Sylvia Robles City of Grand Terrace			X	X								
Larry McCallon City of Highland		X	X	X								
John Dutrey City of Montclair		X	X	X								
Alan Wapner City of Ontario		X	X	X								
L. Dennis Michael City of Rancho Cucamonga		X		X								
Rick Denison Town of Yucca Valley		X	X	X								
Dawn Rowe Board of Supervisors				X								
Joe Baca, Jr. Board of Supervisors		X	X	X								

Communication: Attendance (Additional Information)

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

TC-ATT23

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



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019