

AGENDA

Commuter Rail and Transit Committee Meeting

January 16, 2014
10:00 a.m.

Location

SANBAG

1170 W. 3rd Street, (The Super Chief)
San Bernardino, CA

Commuter Rail and Transit Committee Membership

Chair

Mayor Patrick Morris
City of San Bernardino

Mayor L. Dennis Michael
City of Rancho Cucamonga

Vice Chair

Mayor Paul Eaton
City of Montclair

Mayor Ray Musser
City of Upland

Mayor Peter Aguilar
City of Redlands

Council Member Richard Riddell
City of Yucaipa

Council Member Bill Jahn
City of Big Bear Lake

Mayor Pro Tem Alan Wapner
City of Ontario

Council Member Mike Leonard
City of Hesperia

Supervisor James Ramos
County of San Bernardino

Mayor Pro Tem Larry McCallon
City of Highland

San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.

In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.

**San Bernardino Associated Governments
County Transportation Commission
County Transportation Authority
Service Authority for Freeway Emergencies
County Congestion Management Agency**

AGENDA

Commuter Rail and Transit Committee Meeting

January 16, 2014

10:00 a.m.

Location:

SANBAG Office
1170 W. 3rd Street, (The Super Chief) San Bernardino, CA

CALL TO ORDER – 10:00 a.m.

(Meeting Chaired by Mayor Patrick Morris)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Anna Aldana

1. Possible Conflict of Interest Issues for the Commuter Rail and Transit Committee Meeting of January 16, 2014 Pg. 6

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Committee Member abstentions shall be stated under this item for recordation on the appropriate item.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by member request.

2. Attendance Register Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Actions

Discussion Items

Transit/Commuter Rail

3. **Election of Committee Chair and Vice Chair and recommendation for primary (voting) and alternate board members to the Southern California Regional Rail Authority.** Pg. 9

1. Conduct elections for members to serve as Chair and Vice-Chair of the SANBAG Commuter Rail and Transit Committee for terms to end June 30, 2014.

2. That the Committee recommend to the Board a primary (voting), and if needed an alternate, board member to the Southern California Regional Rail Authority for terms as specified by SANBAG policy.
Mitch Alderman

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

4. **SANBAG/Omnitrans Real Property Transfer** Pg. 17

That the Committee recommend the Board, acting as the County Transportation Commission:

1. Accept real property from Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 1.

2. Accept real property from Omnitrans being a portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, as described in more details in Attachment 2.

3. Deed real property to Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 3. **Casey Dailey**

This item is not scheduled for review by any other policy committee or technical advisory committee. This item has been reviewed and approved by SANBAG General Counsel.

Discussion Items Continued....

Transit/Commuter Rail (Cont.)

5. Unmet Transit Needs Public Hearings and Findings Pg. 44

That the Committee recommend the Board acting as the San Bernardino County Transportation Commission:

1. Review the testimony from the September 2013 Unmet Transit Needs Public Hearings.
2. Adopt Resolution R14-008 of the San Bernardino County Transportation Commission Unmet Transit Needs Findings.
Nancy Strickert

This item is not scheduled for review by any other policy committee or technical advisory committee. This item and the resolution were approved as to form by SANBAG's General Counsel.

6. Review SANBAG San Bernardino Valley Rail Projects Pg. 62

Receive Committee direction. Mitch Alderman

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

Comments from Committee Members

Public Comment

ADJOURNMENT

Additional Information

Acronym List Pg. 67

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices and our website: www.sanbag.ca.gov. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

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 SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

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

Agenda Actions – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested 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.

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.

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 apply.*

Disruptive 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 conduct includes 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, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

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

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 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 would like to amend his 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 not addressed until after a vote on the first motion.
- 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 Board/Committee 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



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 1

Date: January 16, 2014

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. This agenda contains recommendations for action relative to the following contractors:

| Item No. | Contract No. | Contractor/Agents | Subcontractors |
|----------|--------------|-------------------|----------------|
| None | None | None | None |

Financial Impact: This item has no direct impact on the budget.

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

*

Approved
 Commuter Rail and Transit Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

| | | | | |
|-----|-----|-----|------|-----|
| COG | CTC | CTA | SAFE | CMA |
|-----|-----|-----|------|-----|

Check all that apply.

COMMUTER RAIL AND TRANSIT POLICY COMMITTEE ATTENDANCE RECORD – 2012

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Patrick Morris City of San Bernardino | | X | X | X | X | X | X | X | | X | X | |
| Paul Eaton City of Montclair | | X | | X | X | X | X | X | | X | | |
| Neil Derry County of San Bernardino (Self Suspension 5/3/2011) | | | X | X | | X | | X | | | | |
| Peter Aguilar City of Redlands | | X | | | X | X | X | X | | X | X | |
| Bill Jahn City of Big Bear Lake | | | | | X | X | | X | | X | X | |
| Mike Leonard City of Hesperia | | | X | X | | X | X | X | | | X | |
| Larry McCallon City of Highland | | X | X | X | X | X | | X | | | X | |
| L. Dennis Michael City of Rancho Cucamonga | | X | X | X | X | X | | X | | | X | |
| Ray Musser City of Upland | | X | X | X | X | X | X | X | | X | X | |
| Richard Riddell City of Yucaipa | | X | X | | X | X | X | X | | X | X | |
| Alan Wapner City of Ontario | | | X | X | X | X | | | | X | | |

X = Member attended meeting.

Empty box = Member did not attend meeting.

Crossed out box = Not a member at the time.

COMMUTER RAIL AND TRANSIT POLICY COMMITTEE ATTENDANCE RECORD – 2013

| Name | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|--|-----|-----|-------|-------|-----|------|------|-----|------|-----|-----|-----|
| Patrick Morris City of San Bernardino | X | X | X | X | | X | | X | | X | | |
| Paul Eaton City of Montclair | X | | X | | | X | | | | X | | |
| James Ramos County of San Bernardino | X | X | X | X | | | | X | | | | |
| Peter Aguilar City of Redlands | X | X | X | X | | | | X | | X | | |
| Bill Jahn City of Big Bear Lake | | X | | X | | | | X | | X | | |
| Mike Leonard City of Hesperia | X | X | X | X | | X | | | | | | |
| Larry McCallon City of Highland | X | X | X | X | | X | | | | X | | |
| L. Dennis Michael City of Rancho Cucamonga | | X | X | X | | | | X | | X | | |
| Ray Musser City of Upland | X | X | | X | | X | | | | X | | |
| Richard Riddell City of Yucaipa | X | X | X | X | | | | X | | X | | |
| Alan Wapner City of Ontario | X | X | X | | | X | | X | | | | |

X = Member attended meeting.

Empty box = Member did not attend meeting.

Crossed out box = Not a member at the time.



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 3

Date: January 16, 2014

Subject: Election of Committee Chair and Vice Chair and recommendation for primary (voting) and alternate board members to the Southern California Regional Rail Authority.

- Recommendation:***
1. Conduct elections for members to serve as Chair and Vice-Chair of the SANBAG Commuter Rail and Transit Committee for terms to end June 30, 2014.
 2. That the Committee recommend to the Board a primary (voting), and if needed an alternate, board member to the Southern California Regional Rail Authority for terms as specified by SANBAG policy.

Background: Terms for the Chair and Vice-Chair of each of the SANBAG policy committees expire on June 30, 2014. Election of Chair and Vice-Chair for each of the policy committees typically is scheduled to immediately follow the annual election of SANBAG Officers, which occurred at the June Board of Directors meeting. However, since the Mayor of San Bernardino, Pat Morris, leaves his current City office at the beginning of March 2014, and serves as Chair of the Commuter Rail and Transit Committee (CRTC) and as one of the two primary (voting) members on the Southern California Regional Rail Authority (SCRRA) Board of Directors being a SANBAG representative, by policy the Committee shall act on the following.

1. Elect a new Committee Chair taking effect at the March 2014 Committee meeting. The current Vice-Chair is Paul Eaton.
2. Should Paul Eaton be elected as Committee Chair, elect a new Committee Vice-Chair taking effect at the March 2014 Committee meeting.
3. Recommend to the SANBAG Board a primary (voting) replacement for Pat Morris' anticipated SCRRA vacant position taking effect March 3, 2014. The

Approved
 Commuter Rail and Transit Committee

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

| | | | | | | | | | |
|---|-----|---|-----|---|-----|---|------|---|-----|
| X | COG | X | CTC | X | CTA | X | SAFE | X | CMA |
|---|-----|---|-----|---|-----|---|------|---|-----|

Check all that apply

CRTC1401a-maa

current primary SCRRA members are Pat Morris and Paul Eaton with Larry McCallon and Alan Wapner as alternates.

4. Recommend to the SANBAG Board a replacement alternate to the SCRRA Board if either Larry McCallon or Alan Wapner are recommended for elevation to primary member to SCRRA.

A complete listing of SANBAG policy committees, membership, and chairs is attached to this item for reference.

Financial Impact: Staff support for this activity is consistent with the adopted budget. There is no additional financial impact upon the SANBAG budget.

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

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

SANBAG Policy Committee Membership

| COMMITTEE | PURPOSE | MEMBERSHIP | TERMS |
|--|--|---|---|
| <p>General Policy Committee Membership consists of the following: SANBAG President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SANBAG Board Members elected by caucus of city SANBAG Board Members within the subarea. All Policy Committee and Board Study Session Chairs are included in this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SANBAG Vice President shall serve as Chair of the General Policy Committee.</p> | <p>Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors.</p> | <p>L. Dennis Michael, Rancho Cucamonga, Vice President (Chair) Bill Jahn, Big Bear Lake, President (Vice Chair) Janice Rutherford, Supervisor, Past President</p> <p><u>West Valley</u> L. Dennis Michael, Rancho Cucamonga Ed Graham, Chino Hills Dennis Yates, Chino Gary Ovitt, Supervisor</p> <p><u>East Valley</u> Pat Morris, San Bernardino (Chair - CRTC) Richard Riddell, Yucaipa (Chair – MVSS) Larry McCallon, Highland James Ramos, Supervisor</p> <p><u>Mountain/Desert</u> Edward Paget, Needles (Chair - MDC) Bill Jahn, Big Bear Lake Jim Harris, Twentynine Palms Robert Lovingood, Supervisor</p> | <p>6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014 6/30/2014</p> |
| <p>Commuter Rail & Transit Committee Membership consists of 11 SANBAG Board Members: 9 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members. 2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SANBAG Board. Other members are appointed by the SANBAG President for 2-year terms.</p> | <p>Provides policy guidance and recommendations to the SANBAG Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member</p> | <p>Pat Morris, San Bernardino* (Chair) Paul Eaton, Montclair* (Vice Chair) Pete Aguilar, Redlands Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Larry McCallon, Highland** L. Dennis Michael, Rancho Cucamonga Ray Musser, Upland James Ramos, Supervisor Richard Riddell, Yucaipa Alan Wapner, Ontario**</p> | <p>Indeterminate (6/30/2014) Indeterminate (6/30/2014) 12/31/2014 12/31/2015 12/31/2015 Indeterminate 12/31/2015 12/31/2015 12/31/2014 12/31/2014 Indeterminate</p> |

SANBAG Policy Committee Membership

| COMMITTEE | PURPOSE | MEMBERSHIP | TERMS |
|---|--|---|--|
| <p>Mountain/Desert Committee Membership consists of 11 SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.</p> | <p>Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> | <p>Edward Paget, Needles (Chair) Ryan McEachron, Victorville, (Vice Chair) Curt Emick, Apple Valley Jim Harris, Twentynine Palms George Huntington, Yucca Valley Bill Jahn, Big Bear Lake Mike Leonard, Hesperia Robert Lovingood, Supervisor Julie McIntyre, Barstow James Ramos, Supervisor Janice Rutherford, Supervisor Cari Thomas, Adelanto</p> | <p>Indeterminate (6/30/2014) Indeterminate (6/30/2014) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p> |

Policy Committee Meeting Times

General Policy Committee Second Wednesday, 9:00 a.m., SANBAG Office
 Commuter Rail & Transit Committee Third Thursday, 12:00 noon, SANBAG Office
 Mountain/Desert Committee Third Friday, 9:30 a.m., Apple Valley
 NOTE: Policy Committee meetings will not be held in July of each year (effective 9/5/12).

12

Board of Directors Study Sessions for Metro Valley Issues

| STUDY SESSION | PURPOSE | MEMBERSHIP | TERMS |
|--|--|---|--------------------------------|
| <p>Board of Directors Study Sessions for Metro Valley Issues Refer to SANBAG Policy 10007.</p> | <p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.</p> | <p>Board of Directors Richard Riddell, Yucapa (Chair) Michael Tahan, Fontana (Vice Chair)</p> | <p>6/30/2014 6/30/2014</p> |

Meeting Time: Second Thursday, 9:00 a.m., SANBAG Office

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

| COMMITTEE | PURPOSE | MEMBERSHIP | TERMS |
|---|---|--|---|
| <p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01.</p> | <p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation. The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> | <p>Richard Haller Rod Johnson Norman Orfall Craig Scott Larry Sharp Ray Wolfe, Ex-Officio In addition to the appointed members, the SANBAG Executive Director will serve as an ex officio member.</p> | <p>12/31/16 12/31/16 12/31/14 12/31/14 12/31/14</p> |

SANBAG Ad Hoc Committees

| COMMITTEE | PURPOSE | MEMBERSHIP |
|---|--|---|
| <p>Audit Subcommittee of the General Policy Committee In November 2008, the Board approved the creation of an Audit Subcommittee of the General Policy Committee to strengthen the financial oversight function of the Board. Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p> | <p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. | <p>Audit Subcommittee (for FY 2012-2013 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Bill Jahn, Big Bear Lake - Vice President – L. Dennis Michael, Rancho Cucamonga - Immediate Past President – Janice Rutherford, Supervisor - Presidential Appointment – Walt Stanckiewicz, Grand Terrace |
| <p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development. In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p> | <p>Review and provide guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p> | <p>Pat Morris, San Bernardino, Chair Larry McCallon, Highland Richard Riddell, Yucaipa</p> |
| <p>Bylaws In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s bylaws and recommend changes to modernize SANBAG’s governance document.</p> | <p>Review SANBAG’s bylaws and make recommendations to the Board on any necessary changes.</p> | <p>Rhodes “Dusty” Rigsby, Loma Linda - Chair Mike Leonard, Hesperia Larry McCallon, Highland Pat Morris, San Bernardino</p> |
| <p>Budget Process In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s budget preparation process and final budget document and make recommendations to help improve communication and transparency of SANBAG’s budget to elected officials and the general public.</p> | <p>Review SANBAG’s budget adoption process and final budget document and make recommendations on changes to improve the process and the final budget document to make them more useful and informative to Board Members and the public.</p> | <p>Ray Musser, Upland – Chair Mike Podegracz, P.E. – City Manager, City of Hesperia Sam Racadio – Council Member, City of Highland Kevin Ryan - Principal Transportation Planner, City of Fontana</p> |
| <p>Contracting Process In July 2012, the SANBAG Board President appointed this ad hoc committee to strengthen SANBAG’s procurement policies and procedures.</p> | <p>Review SANBAG’s contracting policies and procedures and make recommendations to improve them.</p> | <p>Michael Tahan, Fontana - Chair Robert Lovingood, Supervisor Julie McIntyre, Barstow Walt Stanckiewicz, Grand Terrace Alan Wapner, Ontario Dennis Yates, Chino</p> |

SANBAG Ad Hoc Committees

| COMMITTEE | PURPOSE | MEMBERSHIP |
|---|--|---|
| <p>Legislative In March 2013, the SANBAG Board President appointed this ad hoc committee. This committee will consist of the SANBAG Board Officers.</p> | <p>Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.</p> | <p>President -- Bill Jahn, City of Big Bear Lake Vice President -- L. Dennis Michael, Rancho Cucamonga Immediate Past President -- Janice Rutherford, Supervisor</p> |
| <p>Right of Way In February 2013, the SANBAG Board President appointed this ad hoc committee.</p> | <p>Review Right of Way policies and make recommendations on changes and signature authority limits.</p> | <p>Curt Emick, Apple Valley James Ramos, Supervisor Deborah Robertson, Rialto Michael Tahan, Fontana</p> |
| <p>Transit Review Ad Hoc Committee In July 2013, the SANBAG Board President appointed this ad hoc committee.</p> | <p>Review transit agency efficiencies and maximize transit funding.</p> | <p>Janice Rutherford, Supervisor -- Chair Jim Harris, Twentynine Palms Robert Lovingood, Supervisor Ryan McEachron, Victorville L. Dennis Michael, Rancho Cucamonga Dusty Rigsby, Loma Linda Alan Wapner, Ontario</p> |

SANBAG Technical Advisory Committees

| COMMITTEE | PURPOSE | MEETING SCHEDULE |
|---|---|--|
| <p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Administrative Officer.</p> | <p>SANBAG's Transportation Technical Advisory Committee was formed by SANBAG management to provide input to SANBAG staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SANBAG Board of Directors.</p> <p>The TTAC is not a Brown Act committee.</p> | <p>Generally meets on the first Monday of each month at 1:30 PM, at SANBAG.</p> |
| <p>City/County Manager's Technical Advisory Committee (CCM TAC) The committee is made up of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.</p> | <p>SANBAG's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established SANBAG. The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns.</p> <p>The CCM TAC is a Brown Act Committee.</p> | <p>Meets on the first Thursday of each month at 10:00 AM, at SANBAG.</p> |
| <p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) Membership consists of 13 members appointed by the SANBAG Board of Directors 6 representing Public Transit Providers 1 representing County Dept. of Public Works 1 representing the Consolidated Transportation Services Agency 5 representing Social Service Providers</p> | <p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC's statutory responsibilities:</p> <ol style="list-style-type: none"> (1) Review and make recommendations to SANBAG on annual Unmet Transit Needs, Federal Transit Administration and Measure I Program applications and reports. (2) Assist SANBAG in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan and disseminate information in reference to State law and recommendations as they relate to transit and specialized transit. (3) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit. (4) Address any special issues of PASTACC voting and non-voting members. <p>The PASTACC is a Brown Act committee.</p> | <p>Meets the second Tuesday every other even month at 10:00 AM, at SANBAG.</p> |
| <p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Chief Executive Officer.</p> | <p>The SANBAG Planning and Development Technical Forum was formed by SANBAG management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance.</p> <p>The PDTF is not a Brown Act Committee.</p> | <p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Depot (in the SCAG Office).</p> |

SANBAG Technical Advisory Committees

| COMMITTEE | PURPOSE | MEETING SCHEDULE |
|---|--|--|
| <p>Project Development Teams</p> | <p>Project Development Teams (PDTs) are assembled for all major project development activities by SANBAG staff.</p> <p>Teams are generally composed of technical representatives from SANBAG, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p> | <p>Varies with the PDT, at SANBAG.</p> |



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 4

Date: January 16, 2014

Subject: SANBAG/Omnitrans Real Property Transfer

Recommendation:* That the Committee recommend the Board, acting as the County Transportation Commission:

1. Accept real property from Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 1.
2. Accept real property from Omnitrans being a portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, as described in more details in Attachment 2.
3. Deed real property to Omnitrans being a portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, as described in more detail in Attachment 3.

Approved
 Commuter Rail and Transit Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

| | | | | | | | | | |
|-----|--|-----|---|-----|---|------|--|-----|--|
| COG | | CTC | X | CTA | X | SAFE | | CMA | |
|-----|--|-----|---|-----|---|------|--|-----|--|

Check all that apply.

CRTC1401a-cd

Attachments:

- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2073-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833-SBPR-73-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2050-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833SBPR-50-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/SBTC%20-%20GRANT%20DEED%20SBPR%2049-1.doc>
- <http://portal.sanbag.ca.gov/mgmt/workgroups/transit/Shared%20Documents/3833SBPR-49-1.pdf>
- <http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2014/crtc1401/AgendaItems/CRTC1401a1-cd.pdf>

Background:

As part of the Downtown San Bernardino Passenger Rail Project (DSBPRP) and San Bernardino Transit Center (SBTC) project, a portion of the Redlands Branchline railroad right-of-way currently owned by SANBAG is needed by Omnitrans for the SBTC bus facility located at the southwest corner of Rialto Avenue and E Street and a portion of property owned by Omnitrans near that intersection is needed by SANBAG for the DSBPRP. The plats and legal descriptions for the exchange of real properties are included as attachments to this item. The Omnitrans property to be transferred to SANBAG lies generally along the southern most portion of the proposed SBTC property and will be used by SANBAG for railroad purposes as part of the DSBPRP. The SANBAG property that is to be transferred to Omnitrans lies generally at the northwest quadrant of the E Street at-grade railroad crossing and will be used by Omnitrans for the SBTC.

Since both the DSBPRP and SBTC projects are utilizing Federal Transit Administration (FTA) funding and since the subject property was purchased using FTA funding, SANBAG was required to perform property appraisals on both portions of property to be transferred and seek FTA approval (Attached) for the transfers. On November 12, 2013 the FTA notified Omnitrans, and subsequently SANBAG, that it approved the transfer of both properties. To complete the exchange of said real properties between SANBAG and Omnitrans, both agencies will bring forward complementary agenda items, i.e. – SANBAG deeds its property to Omnitrans with Omnitrans accepting the deeded property and Omnitrans deeds its property to SANBAG with SANBAG accepting. Omnitrans is scheduled to act on the complementary item at their January board meeting.

Financial Impact: There is no financial impact associated with this item.

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. This item has been reviewed and approved by SANBAG General Counsel.

Responsible Staff: Casey Dailey, Transit Analyst

ATTACHMENT 1

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

OMNITRANS
1700 West 5th Street,
San Bernardino, California 92411-2401

A Portion of APN: 0136-021-12/27

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **San Bernardino Associated Governments, a county transportation commission and local transportation authority organized under the authority of Sections 130050 et seq. and 180050 of the California Public Utilities Code ("Grantor")** does hereby GRANT to **Omnitrans, a Joint Powers Authority ("Grantee")** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit "A" and depicted or illustrated on the map attached hereto as Exhibit "B"; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 1

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-12/27]

[attached behind this page]

ATTACHMENT 1

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-12/27

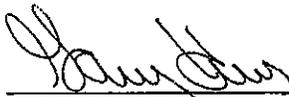
TRANSFER PARCEL – Fee

A portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 7, page 2 of Maps, in the Office of the County Recorder of said County, described as follows:

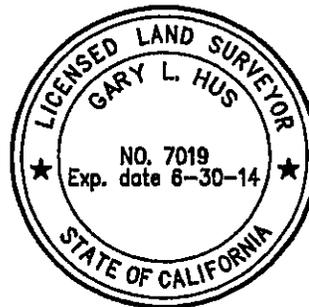
Commencing at the intersection of the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County, with the West line of "E" Street, 82.5 feet wide, dedicated per said Map of Rancho San Bernardino; thence along said West line North 00°24'16" West 15.40 feet; thence leaving said West line South 89°36'40" West 125.00 feet; thence North 00°24'16" West 59.59 feet; thence North 89°36'31" East 125.00 feet to a point on said West line; thence along said West line South 00°24'16" East 59.60 feet to the **True Point of Beginning**.

Said parcel contains 7,449 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.


GARY L. HUS
LS 7019

09-11-2013
DATE



ATTACHMENT I

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-12/27]

[attached behind this page]

EXHIBIT B

APN 0136-021-12/27
City of San Bernardino, CA

LEGEND

- P.O.C.** INDICATES POINT OF COMMENCEMENT
- T.P.O.B.** INDICATES TRUE POINT OF BEGINNING
-  INDICATES TRANSFER PARCEL - FEE

POR. LOT 1

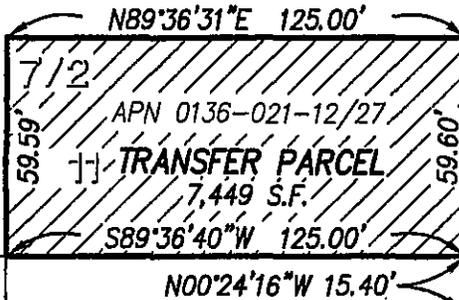


PARCEL 1
PM 1266
PMB 11/73
APN
0136-021-23

RANCHO SAN BERNARDINO

MB

BLOCK



APN 0136-021-25

25'

25'

SANBAG

APN 0136-111-24

LOT 2

APN 0136-111-01

41.25'

E STREET

APN 0136-111-02

GARY L. HUS, L.S. 7019

09-11-2013

DATE



PROJECT DESIGN CONSULTANTS
 Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
 San Diego, CA 92101
 619.235.6471 Tel
 619.234.0348 Fax

ATTACHMENT 2

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

A Portion of APN: 0136-021-25

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383
EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Omnitrans, a Joint Powers Authority ("Grantor")** does hereby GRANT to **San Bernardino Associated Governments acting as the San Bernardino County Transportation Commission ("Grantee")** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit "A" and depicted or illustrated on the map attached hereto as Exhibit "B"; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 2

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-25]

[attached behind this page]

ATTACHMENT 2

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-25

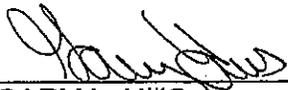
TRANSFER PARCEL – Fee

A portion of Lot 1, Block 11 of Map of Rancho San Bernardino, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 7, page 2 of Maps, in the Office of the County Recorder of said County, described as follows:

Commencing at the intersection of the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County, with the West line of "E" Street, 82.5 feet wide, dedicated per said Map of Rancho San Bernardino; thence along said North right-of-way South 89°36'31" West 125.00 feet to the **True Point of Beginning**; thence continuing South 89°36'31" West 141.80 feet to the Southeast corner of Parcel 1 of Parcel Map No. 1266, recorded in Book 11, page 73 of Parcel Maps in the Office of the County Recorder of said County, said corner also the beginning of a non-tangent 297.30 foot radius curve concave to the Northeast, a radial bearing to said point bears South 85°31'10" West; thence leaving said North right-of-way and Northwesterly along the East line of said Parcel 1 and said curve through a central angle of 02°58'27" a distance of 15.43 feet; thence leaving said East line North 89°36'40" East 142.49 feet; thence South 00°24'16" East 15.41 feet to the **True Point of Beginning**.

Said parcel contains 2,192 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.


GARY L. HUS
LS 7019

09-11-2013
DATE



ATTACHMENT 2

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-25]

[attached behind this page]

LEGEND

- P.O.C.** INDICATES POINT OF COMMENCEMENT
- T.P.O.B.** INDICATES TRUE POINT OF BEGINNING
-  INDICATES TRANSFER PARCEL - FEE

EXHIBIT B

APN 0136-021-25
City of San Bernardino, CA



PARCEL 1
PM 1288
PMB 11/73

RANCHO SAN BERNARDINO

FOR. LOT 1 MB 7/2
APN 0136-021-25 BLOCK 11 APN 0136-021-12/27

$\Delta=02^{\circ}58'27''$
 $R=297.30'$
 $L=15.43'$

$N89^{\circ}36'40''E$ 142.49'

$S00^{\circ}24'16''E$ 15.41'

$S89^{\circ}36'31''W$ 141.80'

T.P.O.B.

P.O.C.

$S85^{\circ}31'10''W(R)$

TRANSFER PARCEL
2,192 S.F.

$S89^{\circ}36'31''W$ 125.00'

25'

25'

SANBAG

APN 0136-111-24

LOT 2
APN 0136-111-01

E STREET

41.25'

APN 0136-111-02

 09-13-2013
GARY L. HUS, L.S. 7019 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 600
San Diego, CA 92101
619.235.6471 Tel
619.234.0349 Fax

ATTACHMENT 3

RECORDING REQUESTED BY:

Lawyers Title Insurance Company
275 West Hospitality Lane, Suite 200
San Bernardino, CA 92408
Escrow and Order No. _____

WHEN RECORDED MAIL TO:

SAN BERNARDINO ASSOCIATED GOVERNMENTS
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410-1715

A Portion of APN: 0136-021-23

EXEMPT FROM RECORDING FEES PER GOVT. CODE §27383

EXEMPT FROM DOCUMENTARY TRANSFER TAX PER REV. & TAX CODE §11922

GRANT DEED

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **Omnitrans, a Joint Powers Authority ("Grantor")** does hereby GRANT to **San Bernardino Associated Governments acting as the San Bernardino County Transportation Commission ("Grantee")** the real property located in the City of San Bernardino, County of San Bernardino, State of California, more particularly described in the legal description attached hereto as Exhibit "A" and depicted or illustrated on the map attached hereto as Exhibit "B"; both of such attachments / exhibits are incorporated herein by this reference.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed on the date set forth below.

Dated: _____

GRANTOR:

ATTACHMENT 3

**EXHIBIT "A" TO
GRANT DEED**

Legal Description of Property
[APN(s): 0136-021-23]

[attached behind this page]

ATTACHMENT 3

EXHIBIT A
LEGAL DESCRIPTION
APN 0136-021-23

TRANSFER PARCEL – Fee

A portion of Parcel 1 of Parcel Map No. 1266, in the City of San Bernardino, County of San Bernardino, State of California, recorded in Book 11, page 73 of Parcel Maps, in the Office of the County Recorder of said County, described as follows:

Beginning at the Southwest corner of said Parcel 1, said corner being on the North right-of-way of the former A.T. & S.F. railroad (50 feet wide) now vested with San Bernardino Associated Governments (SANBAG) per Document No. 93-137041, recorded March 29, 1993 in the Office of the County Recorder of said County; thence along said North right-of-way North 89°36'31" East 374.03 feet to the Southeast corner of said Parcel 1, said corner also the beginning of a non-tangent 297.30 foot radius curve concave to the Northeast, a radial bearing to said point bears South 85°31'10" West; thence leaving said North right-of-way and Northwesterly along the East line of said Parcel 1 and said curve through a central angle of 02°58'27" a distance of 15.43 feet; thence leaving said East line South 89°36'40" West 373.33 feet to a point on the West line of said Parcel 1; thence along said West line South 00°23'38" East 15.43 feet to the **Point of Beginning**.

Said parcel contains 5,762 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.


GARY L. HUS
LS 7019

09-11-2013
DATE



ATTACHMENT 3

**EXHIBIT "B" TO
GRANT DEED**

Map of Real Property
[APN(s): 0136-021-23]

[attached behind this page]

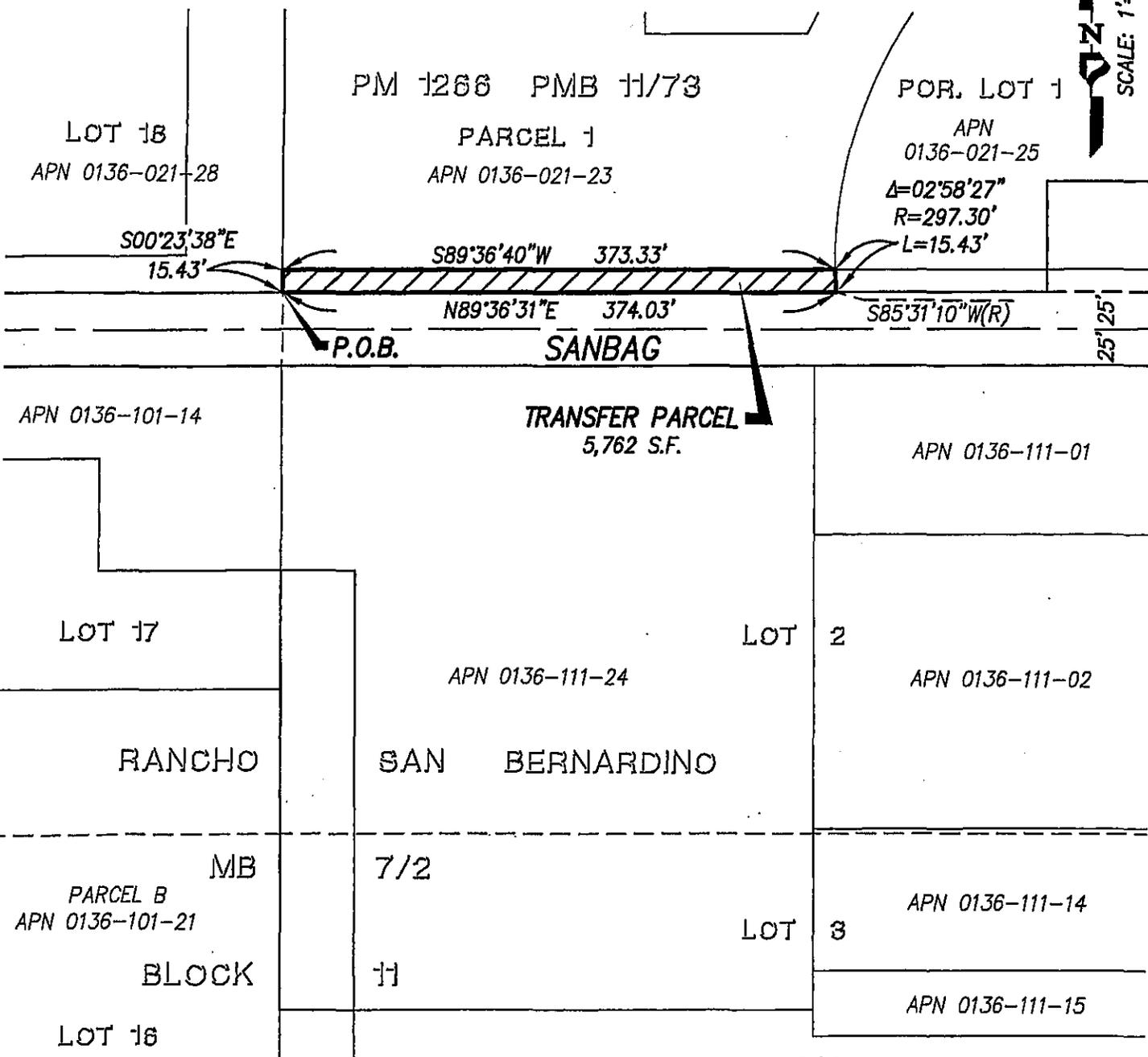
LEGEND

P.O.B. INDICATES POINT OF BEGINNING

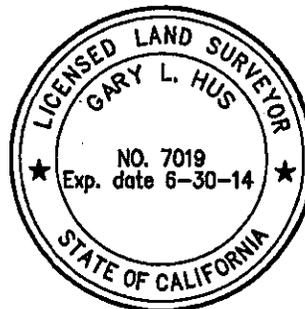
 INDICATES TRANSFER PARCEL - FEE

EXHIBIT B

APN 0136-021-23
City of San Bernardino, CA



 09-11-2013
 GARY L. HUS, L.S. 7019 DATE



PROJECT DESIGN CONSULTANTS
 Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
 San Diego, CA 92101
 619.235.9471 Tel
 619.234.0349 Fax



U.S. Department
of Transportation
Federal Transit
Administration

REGION IX
Arizona, California,
Hawaii, Nevada, Guam
American Samoa,
Northern Mariana Islands

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839
415-744-3133
415-744-2726 (fax)

NOV 7 2013

Mr. Scott Graham
Acting CEO/General Manager
Omnitrans
1700 West Fifth Street
San Bernardino, CA 92411

Re: Concurrence in Property Exchange:
San Bernardino Transit Facility

Dear Mr. ^{Scott}Graham:

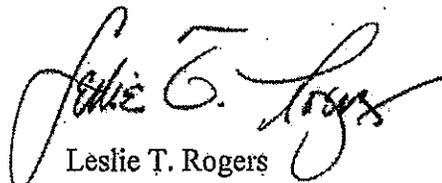
The Federal Transit Administration (FTA) has reviewed the Omnitrans' October 30, 2013 request for approval to exchange a parcel owned by San Bernardino Association of Governments for a parcel owned by Omnitrans for the San Bernardino Transit Facility.

FTA has reviewed the appraisals and the benefit to both parties and agrees that the exchange of the two parcels is in the best interest of both Transit Agencies and concurs in the exchange.

This review was conducted on the basis of its conformance to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act), and the implementing regulations, at 49 CFR Part 24. This review was not done to make a value determination. It is an administrative review for purposes of determining if the appraisal documentation supports FTA funding participation. Please note that the FTA will not participate in any environmental cleanup if contamination is found on this property.

If you have any questions regarding this matter, please contact Audrey Bredehoft of my staff at (415) 744-2597.

Sincerely,


Leslie T. Rogers
Regional Administrator



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 5

Date: January 16, 2013

Subject: Unmet Transit Needs Public Hearings and Findings

Recommendation:* That the Committee recommend the Board acting as the San Bernardino County Transportation Commission:

1. Review the testimony from the September 2013 Unmet Transit Needs Public Hearings.
2. Adopt Resolution R14-008 of the San Bernardino County Transportation Commission Unmet Transit Needs Findings.

Background: During September 2013, SANBAG, acting as the County Transportation Commission, held two public hearings for the Desert Region in San Bernardino County in fulfillment of the Transportation Development Act's (TDA) requirement that SANBAG obtain testimony regarding unmet transit needs that can be reasonably met (California Public Utilities Code sections 99238.5 and 99401.5). The first meeting was held on September 16, 2013, in Hesperia, covering the upper desert and the second meeting was held on September 26, 2013, in Joshua Tree covering the lower desert region. The governing bodies of

*

| | |
|--|--|
| | <p><i>Approved</i> Commuter Rail and Transit Committee</p> <p>Date: _____</p> <p>Moved: Second:</p> <p>In Favor: Opposed: Abstained:</p> <p>Witnessed: _____</p> |
|--|--|

| | | | | | | |
|-----|-----|---|-----|--|------|-----|
| COG | CTC | X | CTA | | SAFE | CMA |
|-----|-----|---|-----|--|------|-----|

Check all that apply.

CRTC1401a-ns

- Attachment: <http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2014/crtc1401/AgendaItems/CRTC1401a1-ns.docx>
<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/RES14008.docx>
<http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2014/crtc1401/AgendaItems/CRTC1401a2-ns.docx>

the Victor Valley Transit Authority (VVTA) and the Morongo Basin Transit Authority (MBTA) served as the hearing boards.

Attachment A to this report provides the definitions of “unmet transit needs” and “reasonable to meet” adopted by the Commission on July 10, 2013. The definitions have been used to determine the recommended formal findings contained in Resolution R14-008. Attachment B to this report is Resolution R14-008 that contains the formal findings from the public hearing process. Attachment C provides a summary of the testimony received and recommended staff response.

Upper Desert Region

Victor Valley Transit Authority Service Area:

- Service expansion requests, to increase service frequency and coverage;
- Service connectivity and fare structure;
- Service expansion for Lucerne Valley and Outlying Area;
- Service Performance;
- Service Animal Policy;
- Driver Stop Announcement;
- Improvements to Bus Stops and Amenities
- On-Board Passenger Safety
- Veterans Transportation Needs

Lower Desert

Morongo Basin Transit Authority Service Area:

- Service expansion requests to Banning/Beaumont, Johnson Valley, Wonder Valley and Landers Loop;
- Preventative Maintenance concerns related to seatbelts, signals and general maintenance of the bus;
- Ready Ride concerns related to wheel-chair position in a vehicle, waiting time, missed pick-ups, waiting times and carry-on package policy;
- On-Time Performance;
- Adding Sunday Service;
- Bus Stop Improvements, including shelters, for stops on existing routes;
- Rider compliments.

During this hearing process, no unmet transit needs were raised within the Victor Valley, High Desert Region or the Morongo Basin, Lower Desert Region, that staff determined can be reasonably met. The findings and resolution recommended for adoption by the Commission are consistent with that determination.

Financial Impact: This item has no direct financial impact on the adopted budget

Reviewed By: This item is not scheduled for review by any other policy committee or technical advisory committee. This item and the resolution were approved as to form by SANBAG's General Counsel.

Responsible Staff: Nancy Strickert, Transit Analyst

Attachment A

Definitions of “Unmet Transit Needs” and “Reasonable to Meet” adopted by the San Bernardino County Transportation Commission Board of Directors on July 10, 2013

Unmet Transit Needs: Unmet transit needs are any deficiency in the provision of public transit services, specialized transit service or private for-profit and non-profit transportation.

Reasonable to Meet: Reasonable to meet is a determination to be made based upon the following guidelines, performance and financial standards:

A. Community acceptance – The proposed service has community acceptance and support as determined by the Unmet Transit Needs public hearing record, the inclusion of adopted programs and plans, the adoption of governing board positions and other existing information.

B. Timing

1. The proposed service shall be in response to an existing rather than future need
2. The proposed service shall be implemented consistent with the timing for federal and state grant approval if such a grant is the most appropriate primary method of funding.

C. Equity – the proposed service shall:

1. Not unreasonably discriminate against or in favor of any particular segment of the community.
2. Not result in reduced service levels for other parts of the transit system that have equal or higher priority.
3. Require a subsidy per passenger generally equivalent to a 120% of similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

D. Cost effectiveness – the proposed service shall:

1. Not duplicate other existing transportation services or resources.
2. Consider opportunities for coordinating amount adjoining public entities or with private transportation providers and/or funding agencies in order to maximize existing

resources (including financial) as well as legal or customary responsibilities of other entities such as social service agencies, religious organizations and schools.

3. Not adversely affect the operator's ability to meet the required ratio of fare revenue to operating cost after two full fiscal years of operations.

4. Meet a productivity level of 80% of the average number of passengers per hour for similar services being operated within the first two full fiscal years of operation unless overriding reasons so justify.

E. Operational feasibility – The proposed service must be safe to operate, including the operation of vehicles on adequately maintained roadways.

RESOLUTION NO. 14-008

*

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN SEPTEMBER 2013

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

WHEREAS, SANBAG adopted definitions of "unmet transit needs" and "reasonable to meet" during its regular meeting of July 10, 2013; and

WHEREAS, SANBAG conducted two public hearings in September, 2013, to obtain testimony regarding unmet transit needs in the Desert area of San Bernardino County; and

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

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

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

*

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|--|---|
| | <p style="text-align: center;"><i>Approved</i> <i>San Bernardino County Transportation Commission</i></p> <p style="text-align: center;"><i>Date:</i></p> <p style="text-align: center;"><i>Moved:</i> <i>Second:</i></p> <p style="text-align: center;"><i>In Favor:</i> <i>Opposed:</i> <i>Abstained:</i></p> <p><i>Witnessed:</i> _____</p> |
|--|---|

Attachment B

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

Approved by the San Bernardino County Transportation Commission at a regular meeting thereof held February 5, 2014.

San Bernardino County – Unmet Transit Needs Hearings
Victor Valley- Barstow Upper Desert Region
Victor Valley Transit Agency, September 16, 2013

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| Comments | Responses |
|--|--|
| <p>VVTA Direct Access Paratransit</p> <p>Concern that zonal-based fare structure is based upon incorrect mapping and out-of-date software with result that distances away from stops are incorrectly measured and mileage-based fares are incorrectly calculated; e.g. this rider’s Hesperia trip of 4 miles is \$4.50 while a trip of 19 miles from Adelanto Highway 395 at Palmdale to Apple Valley Post Office is only \$2.50. Inequitable fare structure.</p> <p align="right">Joseph Buscher, Jr., Hesperia</p> | <p>There are no mileage-based fares in VVTA’s Direct Access Paratransit. Fares are based upon zones. Trips between zones will cost more than trips within a single zone. Where trip origins or trip destinations are outside the ¾ mile Americans with Disabilities Act (ADA) boundaries, trips will cost more.</p> <p>There may be instances where a trip within a zone could be longer than a two-zone fare but still a single-zone fare. This is likely an uncommon experience. VVTA is encouraged to review its mapping software to ensure it is current, with zones accurately reflected in the Trapeze trip scheduling processes when determining passenger fares.</p> |
| <p>VVTA Fixed Route Services Public Information</p> <ul style="list-style-type: none"> - Real time bus information at www.vvta.org/infpoint.viaMobile is a great service and needs to be promoted. - Website would benefit from adding announcements regarding bus stop closures and relays due to vehicle break down. Website is not updated with current information, such as route design changes; route information is out-of-date from a year ago. Website is down a lot. - Please make all schedules into one booklet to save having to look for different schedule on the busses. <p align="right">Joseph Buscher, Jr., Hesperia</p> | <p>VVTA does not have adequate marketing support, working with a small out-sourced contract to provide existing marketing. These comments suggest it is time to expand VVTA staffing to include some level of marketing expertise on-staff, in order to make immediate and timely changes to VVTA’s website and printed materials and to ensure its website stays current and operational.</p> <p>VVTA chooses not to print a bus book so individual route and schedule changes do not make the whole book “outdated” and so individual changes can be more readily reflected in printed materials.</p> |
| <p>VVTA Bus Stops</p> <ul style="list-style-type: none"> - None of the bus stops display any information about bus route that goes there; stops should include: route being served, telephone number for trip information, website address, bus stop number. <p align="right">Joseph Buscher, Jr., Hesperia</p> | <p>SANBAG advises that additional bus stop information be addressed through VVTA’s new Mobility Management grant, with substantive action taken during FY 14/15. As part of VVTA’s Mobility Management Plan, VVTA reports plans for the placement of way-finding information at all bus stops. Additionally, each stop will be outfitted with a QR code so riders with smart phones will be able to see exactly when their next bus is on the route.</p> |

| Vvta Valley Paratransit Upper Desert Region | |
|--|---|
| Requester | Response |
| <p>VVTA Accessible Bus Stop Inventory</p> <ul style="list-style-type: none"> - Website says this bus stop inventory is coming soon but it has been about five years since this request was first made. <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p> | <p>SANBAG recommends that continued work towards addressing this rider's concerns be included as an element of a VVTA's Mobility Management project.</p> <p>VVTA comments that it does have a detailed bus stop inventory which includes which bus stops have what amenities. SANBAG recommends this be noted as such and posted on VVTA's website. While the ADA maintains that only the rider can determine if a bus stop is accessible for him/herself, a published inventory of stop characteristics will be useful to some riders. VVTA wishes to have a photograph of each stop so the rider can view the stop before riding so to determine the accessibility for her/himself, although VVTA does not have the resources to photograph and post over 700 bus stops.. VVTA could pursue an Article 3 grant to accomplish the photographic inventory through a consultant.</p> <p>Again, VVTA can benefit from a marketing manager, staff who can compile bus stop information from excel spreadsheets into documents that will be more useful to the riding public.</p> |
| <p>VVTA Fixed Route Configuration</p> <ul style="list-style-type: none"> - Route 44 - There are a lot of schools, churches and a Stater Brothers on Maine and Maple. Riders have to walk about six blocks from Route 44 stops along Cottonwood Ave. where there are no businesses. Propose Route 44 go down Maple, make a right on Sycamore and left onto Cottonwood to then continue with regular route. It currently takes about an hour each way to walk to the grocery store to my house, tho' store is only 2 miles from my home (map provided). <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p> | <p>VVTA's recently adopted Comprehensive Operational Analysis (COA) has addressed many issues like this, although not all, through its service recommendations. Outstanding issues can be examined in future COA planning efforts.</p> |
| <p>Fixed Route Closed Mic System</p> <ul style="list-style-type: none"> - Requirement of bus operators to use phone-like device with a wire and hold to their ear while talking to dispatch raises some safety concerns. - For Direct Access, drivers must continuously look at their computer screens for customer information. <p style="text-align: right;">Joseph Buscher, Jr, Hesperia</p> | <p>These are standard practices for transit agencies across the country and do not represent safety issues. This switch from the open microphone was done to address rider concerns and improve confidentiality.</p> |

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| <p>Apple Valley</p> <p>San Bernardino Region</p> | <p>Responses</p> |
|---|---|
| <p>VVTA Telephone Dispatch Concerns Would like for dispatch staff to be available to talk to us when we call dispatch about the routing and where the bus is. Patricia Jiles, Helendale</p> <p>The phones are not manned. When calling for the last bus (busses) at night, trying to find out where my bus is, I get the answer machine. Difficult when the last bus should have been there already. No one returns phone calls when leaving a message on the answer machines. Leah Hamilton, Apple Valley</p> | <p>SANBAG recommends VVTA work with its contractor, Veoila, to address these issues and resolve telephone-related concerns</p> |
| <p>VVTA Fares - The fare box tells me that my 31-day pass is not valid. Unclear why. Marilyn Birchold, Adelanto</p> | <p>A procedure has been established for drivers to bring back such instances, including the passenger's name, for further investigation. There was a software problem at one point that contributed to this but this should be resolved as of this writing and VVTA reports it will continue to be monitored.</p> |
| <p>VVTA Rules of the Road</p> <ul style="list-style-type: none"> - Make passengers have their fare ready before boarding. - Make sure passengers are seated and stay seated until the vehicle comes to a complete stop. - Enforce the rule of not talking to the bus driver while the vehicle is in motion. - Enforce the rule of riding bus no more than one complete loop. - Ensure operators secure wheelchairs by strapping to the frame of the wheelchair and not to the wheels. - Provide trash bags on all the vehicles. - Give drivers authority to remove passengers off the bus when rules are violated, without permission from dispatch to show that coach operators have control over their bus. <p>Joseph Buscher, Jr, Hesperia</p> <ul style="list-style-type: none"> - Problem with young people hogging seats and not giving these up for elderly people. - Riders should not be talking on their cell phones; upsetting and not respectful. <p>Marilyn Birchold, Adelanto Olga Pistrano, Hesperia Leah Hamilton, Apple Valley</p> | <p>Several comments are in order:</p> <ol style="list-style-type: none"> 1. VVTA, like any public transit system, largely relies upon the drivers to encourage safe, appropriate and courteous behavior onboard its vehicles. That said, drivers cannot easily be enforcers as their primary and most important job is to drive the vehicle safely. 2. At this time, there are no plans for security personnel on-board the vehicles. If basic safety concerns are documented and appear to be increasing, this is a policy matter that the VVTA board might consider. The current volume of incident reports do warrant it. 3. Basic rider courtesy campaigns are one approach – for example, encouraging behaviors such as giving your seat to older adults or persons with disabilities; not using your cell phone; being respectful of other riders. SANBAG encourages inclusion of this as an element of VVTA's new Mobility Management program, possibly launching a "rider courtesy" campaign. 4. Regarding buses not being clean, drivers do have some emergency spills materials on the buses but otherwise will have to wait until the bus is returned to the yard at the end of the shift to deal with accidents. If a bio-hazard is identified, immediate steps are taken |

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| Responses | Responses | | | | | | | | |
|--|--|---------|-----------|----------------|-----|------------------|------------------|-------------------|------------------|
| <p>- Bus not clean; urine around the seats (one time); grease on the seats. Olga Pistrano, Hesperia</p> <p>- We ought to be able to get off at the front of the bus because you're not always able to get off (out) at the back door. Also the drivers aren't always close enough to the curb. If you are sitting in the front, you should be able to exit in the front. Leah Hamilton, Apple Valley</p> | <p>to remediate the hazard. SANBAG encourages VVTA administration to develop routine "spot checks" of VVTA buses to ensure cleanliness.</p> <p>5. The disembarking of buses at the back door is VVTA policy in order to avoid congestion around the farebox for passengers who are boarding and generally to speed the flow of passengers getting on and getting off. This helps keep the buses from running late and VVTA reports this is an agency practice that is not going to change.</p> | | | | | | | | |
| <p>Driver Concerns</p> <p>Believes that drivers, particularly on Routes 45/48, are unhappy with their work and take their feelings out on the riders. Alyssa Hackett</p> | <p>VVTA's operations contractor has a driver sensitivity program to address driver manners and bearing towards passengers. SANBAG encourages VVTA and its contractor to include regular reminders of driver courtesy practices at its regular monthly safety meetings.</p> | | | | | | | | |
| <p>VVTA Bus Stop Amenities</p> <p>- Would like to see benches, bus benches and trash cans at more stops. Patricia Jiles, Helendale</p> <p>- Need a shelter and bench at Shadow Medical Center on Palmdale, at 12384 Palmdale Road, Adelanto.</p> <p>- Need a bench at the Twilight stop, off Mojave at Adelanto.</p> <p>- Replacement bench by the Probation Office on Park where a big car accident took out the existing bench.</p> <p>- Need bench at Jonathan and Willow.</p> <p>- Need bench on Borego (Route 31).</p> <p>- Need bench at Denny's stop in Victorville. need more benches at 7th and Lorraine and shelters there too because of the heat – crowding there. Terri Martini, Adelanto</p> <p>Would like to see more benches at more stops and some that should be taken away where there is no route any longer. Marilyn Birchold, Adelanto</p> | <p>Placement of new bus stop amenities follow, guidelines developed from the recently adopted COA - Passenger Amenities that guide VVTA decisions in when and where to place stop amenities:</p> <p><i>"The passenger amenity guideline is used to measure the quality of the passenger environment. Bus stop seating, shelters and bus stop signs are all included in the performance guidelines for passenger amenities. All bus stops must have a bus stop sign indicating the location of the bus stop. Ideally the bus stop sign should identify the route and destination as well as contact information for VVTA. Seating or benches should be provided at bus stops with at least 25 passenger boardings per day. Shelters should be provided at bus stops with at least 50 passengers per day."</i></p> <p>VVTA Passenger Amenity Performance Guidelines</p> <table border="1" data-bbox="1268 1247 1713 1453"> <thead> <tr> <th>Amenity</th> <th>Guideline</th> </tr> </thead> <tbody> <tr> <td>Bus Stop Signs</td> <td>All</td> </tr> <tr> <td>Bus Stop Seating</td> <td>25 boardings/day</td> </tr> <tr> <td>Bus Stop Shelters</td> <td>50 boardings/day</td> </tr> </tbody> </table> | Amenity | Guideline | Bus Stop Signs | All | Bus Stop Seating | 25 boardings/day | Bus Stop Shelters | 50 boardings/day |
| Amenity | Guideline | | | | | | | | |
| Bus Stop Signs | All | | | | | | | | |
| Bus Stop Seating | 25 boardings/day | | | | | | | | |
| Bus Stop Shelters | 50 boardings/day | | | | | | | | |

| Issues | Responses |
|--|---|
| <p>Veterans Transportation Needs</p> <p>Many vulnerable and needy veterans; need affordable and reliable transportation. Although passenger fares seem low and affordable, for those veterans without work, long-term unemployed or with disabilities, even existing fares can be difficult to pay. Would like to see discounted fares for all veterans and active duty military, as Riverside Transit Agency has recently instituted. This is a way to help fill buses.</p> <p style="text-align: right;">Osvaldo Maysonet, United Way 211, Rancho Cucamonga Veterans Specialist</p> | <p>SANBAG encourages its public transit providers to do what they can to assist veterans, active military duty and their families connect with public transit services that will improve their mobility. Fare policy in this arena is, however, up to the VVTA Board of Directors. Currently veterans with a service disconnected ID card are eligible to receive a VVTA half fare disabled card at VVTA offices.</p> <p>The VVTA Board has shown an interest in and has directed staff to look into the possibility of discounted fares for all veterans.</p> |
| <p>Late Buses and VVTA Route-Specific Issues</p> <ul style="list-style-type: none"> - Route 43 has been arriving late, around 3:15 instead of 3 p.m.; would like to see Route 43 run every half an hour. - Route 31 is always late but it isn't that long of a route. - The buses are often running late and you can't make connections. Marilyn Birchold, Adelanto Ramona Hawley, Victorville - Route 45 going into the College is often passing people up, sometimes ten persons tho' the bus wasn't that crowded. Marilyn Birchold, Adelanto - Would like to see Route 31 service start at 6:30 in the a.m. as opposed to 7:30 a.m. and run at least until 5:30 p.m., running at ½ hour intervals. Terri Martini, Adelanto - Route 31 – stops at Amargosa and Village and then next stop is Village and Rancho. These stops are about 2 miles apart. Catching the bus at Orrick and Vasquez which is near three stops within three blocks. Would like to see stops north of Amargosa and Village. Makes for a very long walk home, unless I ride the bus all the way around the loop. Calvin Maintree, Victorville | <p>On October 7, 2013 VVTA implemented the recommendations of the Comprehensive Operations Analysis (COA) conducted by AECOM consultants. After the implementation there were still on-time performance issues with Routes 45, 48, 51, and 55. These have been addressed and new schedules and alignments for these routes will be implemented on Monday, December 16, 2013. VVTA administration, the AECOM consultant and the operations contractor, Veolia, have worked closely since October 7th to determine the best solution. Most if not all routes are currently running on schedule.</p> <p>Earlier service for Route 31 was not one of the recommendations from the recently adopted COA. However SANBAG recommends VVTA staff monitor Route 31 for possible changes in the near future.</p> <p>SANBAG recommends VVTA forward bus stop location issues to the VVTA Stops and Amenities temporary contractor for review and comment, in the context of the stop spacing guidelines below. Appropriate steps should be taken where warranted.</p> <p>Changes to bus stop spacing will be reviewed by VVTA in terms of its guidelines from the recently adopted COA which direct stop spacing:</p> <p style="text-align: center;"><i>"Bus stop spacing will affect the distance customers will have to walk to access a transit route and also affect bus speeds. Frequent stops can create a significant increase in travel</i></p> |

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Victor Valley Pastore Urban Desert Region

- Route 52, no stop at Amargosa and El Evado; quite a walk from where the bus now stops; apartment building and school on Seneca, near Amargosa and Elevado.

Ramona Hawley, Victorville

- Would like to see a stop on Tawney Ridge and Condor.

Arthur Dominguez, Victorville

Apple Valley

- Desires a bus in the area of Central/ Waalew or Central/ South. Living a mile east of Central and its is a three mile walk to the nearest stop at Central and Thunderbird.

Emma Brown, Tocaloma Road, Apple Valley

- Would like to see College Route to Victor Valley College Regional Training Center, out near the WalMart Distribution Center.
 - Would like to see service on Dale Evans to Brewster Park which is a polling place and has various functions; also in the direction the Juvenile Center and the WalMart facility.

Ron Celle, Adelanto
 Leah Hamilton, Apple Valley

time and too large a spacing between bus stops may result in customers that are unable to walk to the stop.

The guideline for bus stop spacing states that bus stops should be no closer than 0.15 miles and no further than 0.25 miles in urbanized area or 0.50 miles in non-urbanized areas. Some conditions may warrant an exception to these guidelines, such as pedestrian safety, geographical barriers, and significant trip generators".

VVTA Bus Stop Spacing Guidelines

| Area | Minimum Stop Spacing (miles) | Maximum Stop Spacing (miles) |
|---------------|------------------------------|------------------------------|
| Urbanized | 0.15 | 0.25 |
| Non-urbanized | 0.25 | 0.50 |

Requesting Bus Service, Without One-Directional Loop

Near Sultana and G, home on G Avenue – bus service stops there but only goes towards the college. I would like to be able to get to the mall and have the bus stop near my home which is a senior citizens home. The Route 46 can go around the loop but that makes for a very long trip.

Also returning from volunteer work, to be left in front of home, it is necessary to take the Route 51 to pick up the 52 and then be able to take the Route 44 home. Takes two and a half hours or more; too long.

Olga Pistrano, Hesperia

Route 46 does currently accommodate seniors as requested.

VVTA's recently adopted COA has addressed many issues like this, although not all, through its service recommendations. Outstanding issues can be examined in future COA planning efforts.

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Attachment C

| Description | Response |
|---|---|
| <p>VVTA Route 21 – Phelan</p> <ul style="list-style-type: none"> - Phelen, Route 21- Finds the 1 ½ hour wait between buses in Phelan is too long and believes ridership would improve with more frequency. Wants a second bus added to Route 21 all day. <p>Betty Constantino</p> | <p>This was considered in VVTA's recently adopted COA. Instead Route 20 was created to provide dial-a ride service throughout the Tri-Communities.</p> |
| <p>VVTA Route 22 Configuration - Helendale</p> <ul style="list-style-type: none"> - Route 22 goes around the lake every two hours; would like to see it run more frequently, at least hourly. - Would like to see stop closer; 3000 steps to the Market from home (Helendale). - Direct Access won't go to Helendale. <p>Patricia Jiles, Helendale</p> | <p>While increased service is always desirable, it is notable that this is an increase over the twice daily service that was previously provided to the Helendale community and prior to that the deviated fixed-route service which required a call for pickups in and around Helendale. Trip demand will have to increase significantly for VVTA to be able to justify more frequent service.</p> <p>Notably, the existing service is a deviated fixed-route service and the rider can request a pick-up and drop-off closer to her home.</p> |
| <p>Regional Connectivity</p> <p>Does VVTA have any plans to connect with the Antelope Valley Transit Authority services around Palmdale and Lancaster?</p> <p>Joseph Dunn, via email</p> <p>Passenger is pleased that BV-Link is going to the San Bernardino Valley but wants to know if VVTA plans to connect with the City of Palmdale. She currently rides BV-Link down to Metrolink and then takes that all the way to Palmdale and its an all-day trip.</p> <p>Anne King, via email</p> | <p>At this time, there is not sufficient demand to suggest that this is an unmet need that is reasonable to meet. The Victor Valley Long Distance Commuter Needs Study of 2010 showed some level of commute east-to-west between the Victor Valley and the Antelope Valley but not at a level that is sufficient to support a public transit connection. It may be possible to revisit this during VVTA's next COA, during FY 2017 to see how demographic and home-to-work patterns may have changed.</p> |
| <p>VVTA Sunday Service</p> <p>Compliment -- Really excited to have Sunday service in October.</p> <p>Drivers and Other Compliments – Christine, Rt. 43 is a good driver.</p> <p>Marilyn Birchold, Adelanto</p> <p>Thank you for making entryway accessible. Thank you for the bus drivers. They are really nice and helpful.</p> <p>Arthur Dominguez, Victorville</p> <p>No Way to Get Anywhere on Sundays</p> <p>Alyssa Hackett, Victorville</p> | <p>VVTA is commended for starting its Sunday service and it is hoped that ridership levels will grow and support expansion of this service. The human services community is encouraged to advise their job-seeking clients of this new Sunday public transit connection.</p> <p>This rider is unaware of the new Sunday service, which was not operational when she made her comments in August. VVTA is encouraged to continue to get out the word about new Sunday service.</p> |

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| Victor Valley and North Desert Region | |
|--|--|
| Description | Responses |
| <p>TREP Program Compliment</p> <p>The Department of Aging and Adults Services of San Bernardino County wants to express support for the Measure I funding received from Victor Valley Transit Authority for the volunteer driver program that serves elderly adults and disabled adults in the Victor Valley and North Desert areas. VVTA has provided funding for the Transportation Reimbursement Escort Program (TREP) since July 2010. The TREP allows homebound seniors and disabled adults to receive door-through-door assisted transportation from a volunteer driver that the individual locates and with whom they make arrangements. This enables the homebound person to make and keep important medical appointments, to socialized and supports the continued physical and mental health of the individual.</p> <p style="text-align: right;">Paula McGrew, Dept. of Aging and Adult Services</p> | <p>SANBAG appreciates the continuing support of DAAS and its staff with the TREP initiative, as well as that of the VVTA organization. This is an important "gap filling" transportation option, both for persons who need door-through-door assistance and in the very rural, often isolated areas of the County where public transportation is not feasible.</p> |

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San Bernardino County – Unmet Transit Needs Hearings, 2013-2014
Morongo Basin High Desert Region
Helen Gray Education Center, Joshua Tree - September 26, 2013

| 2013-2014 Morongo Basin High Desert Region | |
|--|--|
| Testimony | Responses |
| <p>Highway Bus</p> <p>There is a gap between 5 pm. and next bus at 6:50 p.m. in 29 Palms. It is difficult to leave the Senior Center by 4:15 in order to make 5 p.m. bus. If that bus is missed, it's a wait of almost two hours until the next bus.</p> <p align="right">Jeanette Payne, 29 Palms</p> | <p>This schedule is not optimal but reflects the service frequencies that MBTA has been able to put on the streets and sustain, given its funding base of state and local transit funding in addition to passenger fare revenues. This is something to examine in MBTA's next system-wide review, it's Short Range Transit Plan process, likely to be undertaken during 2015/2016.</p> |
| <p>Additional Bus Stops and Bench/ Shelters Needed</p> <ul style="list-style-type: none"> - On Hwy 62 between 247 and Yucca Valley, there is no bus stop at the Airway Surgical Center, Imaging Center and Physician's Clinic. Seniors need a bus stop with a bench and shelter on both sides of Highway. - In Yucca Valley on Pima Trail in front of two County Departments – Children & Family Services and Dept. of Aging & Adult Services – there is a bus stop but without a bench or a shelter. <p align="right">Atia Biag, Dept. of Aging and Adult Services, Yucca Valley</p> <ul style="list-style-type: none"> - Coming from Wal-Mart and going eastbound, have to walk to Avalon Air or catch 7A/7B to transfer. This is particularly difficult with six bags of groceries. <p align="right">Mary Lou Almond, Joshua Tree</p> | <p>MBTA has an ongoing bus stop improvement program that includes installations on the Highway. Adding the aforementioned stops will be evaluated as part of this improvement plan and will be addressed in order of priority as resources allow.</p> <p>Eastbound Route 1 Highway bus has already been rerouted to address the request identified by Ms. Almond.</p> |
| <p>Door-to-Door Assistance and Driver Assistance</p> <ul style="list-style-type: none"> - Concerned about 103 year-old, 96 and 97 year-olds that live on a slanted driveway. Drivers come up to assistance and it is so helpful. - Ernie made a footstool that eases the "too high" first step on his bus. Would appreciate having one on every bus. <p align="right">Regina Wagner, Yucca Valley</p> | <p>MBTA staff is concerned about possible safety issues that may result from using such a footstool on the uneven and irregular surfaces where we regularly board and deboard passengers. Customers are encouraged to request the use of the wheelchair lift instead.</p> |

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| 2013-2014 Morongo Basin High Desert Region | |
|--|--|
| Testimony | Responses |
| <p>Sunday Service</p> <p>Delighted to have Sunday service. Hope it becomes more than two runs each Sunday. <div style="text-align: right;">Mary Lou Almond, Joshua Tree</div> </p> <p>Glad to see the Sunday service; times are difficult to use and hope it is expanded. <div style="text-align: right;">Calvin Esterling, Joshua Tree</div> </p> <p>Seniors appreciate Sunday service. <div style="text-align: right;"><i>Via Atia Biag, DAAS, Yucca Valley</i></div> </p> | <p>Compliments are always appreciated.</p> <p>MBTA is invited to report on its Sunday ridership experience. PASTACC, human service agency advocates and Morongo Basin faith-based communities are encouraged to promote this new MBTA day-of-service so that it can develop a strong ridership base and be continued.</p> |
| <p>Ready Ride on the Weekend</p> <p>Seniors would appreciate Ready Ride services on the weekend. <div style="text-align: right;">Jean Mytys – Morongo Basin Kathryn O’Neal – Morongo Basin <i>Via Atia Biag, DAAS, Yucca Valley</i> Mary Lou Almond, Joshua Tree</div> </p> | <p>Evidence of strong ridership on the Highway Bus will support the future possibility of extending Sunday service into the Ready Ride service areas at some future time. Such expansion is not yet advisable until the Highway Bus Sunday trip demand is better understood.</p> |
| <p>Joshua Tree</p> <ul style="list-style-type: none"> - In Joshua Tree, only choice is to come down to the Highway Bus. Hope it is expanded for those for whom it is difficult to get to the Highway. Deviation pick-ups cannot go far enough. Need more service. - For nights and evenings, need more service after 7 p.m., 2 ½ hours between buses is too long. <div style="text-align: right;">Calvin Easterling, Joshua Tree</div> | <p>Consumers may use Route 50, a door-to door General Public Demand Response service dedicated to serving Joshua Tree.</p> <p>Additional frequency of the Highway Route in the evenings may be considered in the future if demand increases sufficiently to support the additional service.</p> |
| <p>Drivers Training Topics</p> <p>Would like to see more training for drivers specifically on how to use brake system and driver in bigger buses. It’s a rough ride when on the bus in a wheelchair – can feel like you are “sloshing around.” Also to include more specifics on use of the air conditioning, specifically when to turn it on to cool effectively. Also drivers need some sensitivity, particularly in relation to those traveling in wheel chairs, as it can be difficult to make trips when one has a significant disability.</p> | <p>Use of braking and cooling systems and wheelchair handling and securement is already a significant element of Driver training. However, follow up training on these items will be a topic of upcoming training sessions.</p> |

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Attachment C

| 2013-2014 Morongo Basin High Desert Region | |
|---|--|
| Testimony | Responses |
| Calvin Esterling, Joshua Tree | |
| <p>Johnson Valley</p> <p>Seniors are requesting public transportation in from Johnson Valley to services and shopping at least once per week from Yucca Valley to the Johnson Valley Improvement Association.</p> <p style="text-align: right;">Betty Munson, Johnson Valley John Withrow, Johnson Valley Marilyn and Paul Kuder, Johnson Valley Jay and Marilyn Jensen - Morongo Basin Bill and Mona Wright - Morongo Basin Kim Abramson - Morongo Basin</p> <p><i>Via Atia Biag, DAAS, Yucca Valley</i></p> | <p>Scheduled fixed-route service to the desert community of Johnson Valley, even on a life-line basis, is not feasible at this time given the high expense and modest ridership that is likely to result, and in terms of the likely below minimum threshold farebox recovery of this service.</p> <p>Residents of the area are encouraged to work through the TREP mileage reimbursement program, administered by DAAS and VTrans to address some mobility needs. These programs are encouraged to isolate in their reporting those residents and trips that originate or end in the Johnson Valley and plan to share that with MBTA during its next SRTP update process.</p> |
| <p>TREP Compliment</p> <p>The Department of Aging and Adult Services of San Bernardino County wants to express our support for the Measure I funding received from Morongo Basin Transit Authority of the volunteer driver program that serves elderly adults and disabled adults in the Morongo Basin. MBTA has provided funding for the Transportation Reimbursement Escort Program (TREP) since July 2010. The volunteer driver program allows homebound seniors and disabled adults to receive door-through-door assisted transportation from a volunteer driver that the participant finds and with whom they make arrangements. This enables the homebound person to make and keep important medical appointments, to socialize and supports the continued physical and mental health of the individual.</p> <p style="text-align: right;">Paula McGrew, Department of Aging and Adult Services</p> | <p>Compliments are always appreciated.</p> |

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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 6

Date: January 16, 2014

Subject: Review SANBAG San Bernardino Valley Rail Projects

Recommendation:* Receive Committee direction.

Background: With the demand for various Valley capital investment of rail and operations verses the availability of funding, certain Board policy decisions and direction need to be provided to staff in order for continued planning beyond the immediate horizon. At the December 2013, Metro Valley Study Session, staff presented a broad overview of four key projects where their respective implementation and operations costs were presented as follows.

- Redlands Passenger Rail Project (RPRP)
 - Implementation \$200 - \$250 million
 - O&M - \$6 million/year
- Gold Line Extension to Montclair (1 mile) (GLM)
 - Implementation - \$55 million
 - O&M - \$3 million/year
- Gold Line Extension to Ontario Airport (8 miles) (GLA)
 - Implementation - \$450 million
 - O&M - \$23 million/year (LACMTA operates for SANBAG)

*

Approved
 Commuter Rail and Transit Committee

Date: _____

Moved: _____ Second: _____

In Favor: _____ Opposed: _____ Abstained: _____

Witnessed: _____

| | | | | | | | | | |
|-----|--|-----|---|-----|---|------|--|-----|--|
| COG | | CTC | X | CTA | X | SAFE | | CMA | |
|-----|--|-----|---|-----|---|------|--|-----|--|

Check all that apply.

CRTC1401c-maa

<http://portal.sanbag.ca.gov/mgmt/committee/commuter/crtc2014/crtc1401/AgendaItems/CRTC1401c1-maa.pdf>

- Metrolink San Bernardino Line Capacity Expansion (1 Double-Track Segment) (SBE)
 - Implementation - \$64 million
 - O&M - \$1 million/year

Following is a status of each project.

- RPRP – Preliminary engineering is complete with environmental expected mid-2014. Request for Proposals (RFP) for final design to be release 1st quarter of 2014. The completion of RPRP may result in a 10% - 15% increase in ridership on the Metrolink San Bernardino Line.
- GLM – Gold Line Authority has only completed the CEQA environmental clearance for Phase 2B, Azusa to Montclair, but does want SANBAG to contribute \$2 million this year for the preliminary design and NEPA environmental clearance. The total Phase 2B project cost is \$950 million. The Gold Line Authority has not identified any of these funds for construction.
- GLA – No work beyond a concept plan prepared by the Gold Line Authority has been performed. This eight mile extension is the sole responsibility of SANBAG. No funds have been identified for any work for this project to continue.
- SBE – SANBAG in partnership with LACMTA is near complete with the San Bernardino Line Capacity Study. The tentative most cost effective improvements identified in the preparation of the draft study include the addition of one double-track segment in Los Angeles County and one in San Bernardino County. These improvements would allow for the addition of three express trains.

Each project has its pros and cons as shown below but will be discussed in more detail during the Committee presentation.

- Redlands Passenger Rail Project
 - Right-of-way purchased in 1992 for \$26 million.
 - Public/private partnership with the ESRI and the University of Redlands.
 - No major environmental issues.
 - Potential ridership increase of 10% - 15% to Metrolink San Bernardino Line.
 - Re-use of Metrolink/SANBAG facilities for equipment maintenance.
 - Final design budgeted for this fiscal year (FY2014).
 - Potential construction completion and operation by 2017.

- Gold Line Extension to Montclair
 - Would need to amend current budget by \$2 million to contribute towards preliminary engineering and environmental.
 - Project contingent upon Los Angeles County passing an extension of Measure R in 2016 and the inclusion of the Gold Line Extension in the Measure.
 - SANBAG has not identified the \$3 million/year need for operations and maintenance.
 - The project most likely will only provide local connectivity options to the San Gabriel Area. Connection options with downtown Los Angeles will most likely be through the existing Metrolink service.
- Gold Line Extension to the Ontario Airport
 - No funds have been identified for any work from preliminary design to construction and operations. The current Measure I does not have the funding capacity to support this project.
 - Project will most likely be contingent upon large increases on passenger traffic at the Ontario Airport.
 - Project would be dis-incentivized/competition with the existing inexpensive parking and very efficient and direct access from the freeways.
 - Alternate option could be by a separate connecting service to one of the existing Metrolink stations, perhaps Rancho Cucamonga. The current on-going SANBAG Ontario Airport Access Study will be presented later in year when complete. However, no funds have been identified for any kind of connecting service.
- Metrolink San Bernardino Line Capacity Expansion
 - In conjunction with RPRP, this project could contribute even more ridership to an existing system.
 - Improves Metrolink reliability and on time performance (OTP).
 - Implementation costs will most likely be less than what is being tentatively proposed.
 - Operating cost increase to the Metrolink subsidy is relatively inexpensive as compared to the Gold Line Extensions.
 - Project delivery can be accomplished within 2 – 3 years. No right-of-way is needed and with these types of projects, environmental clearance can be obtained through a Categorical Exclusion in six months.
 - SANBAG current fiscal year budget includes funds for preliminary engineering.

Table 1 (Attached) summarizes the revenue projected to be available between Fiscal Year 2014 and Fiscal Year 2040, the estimated capital and operating costs for each of the projects mentioned above as well as the on-going Metrolink subsidies and the estimated cost to operate the Downtown San Bernardino Passenger Rail extension. At this time, it is estimated that \$1.5 billion in revenue could be available. The capital and operating expenses are estimated at \$1.9 billion resulting in an estimated deficit of approximately \$400 million.

Financial Impact: No financial impact.

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

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Table 1 - Fiscal Years 2014-2040 Estimated Rail Capital & Operations Revenue and Costs

| REVENUE | | | | | | | | |
|--|---------------------------------|----------------|----------------|----------------|-----------------------|--------------------------|----------------------------------|------------------------|
| Estimated Revenue Source ¹ | Eligible Use | Fiscal Years | | | Total Capital Funding | Total Operations Funding | Total Capital/Operations Funding | Total Combined Funding |
| | | 2014-2023 | 2024-2030 | 2031-2040 | | | | |
| FTA Formula ² | Capital | \$ 151,062,644 | \$ 90,680,477 | \$ 129,543,540 | \$ 371,286,661 | | | \$ 371,286,661 |
| Federal Congestion Mitigation and Air Quality ³ | Capital | \$ 40,866,000 | \$ - | \$ 40,000,000 | \$ 80,866,000 | | | \$ 80,866,000 |
| State Proposition 1B | Capital | \$ 24,500,178 | \$ - | \$ - | \$ 24,500,178 | | | \$ 24,500,178 |
| Local Measure I Senior & Disabled | Capital | \$ 17,521,105 | \$ 20,241,574 | \$ 56,542,206 | \$ 94,304,885 | | | \$ 94,304,885 |
| Local Valley State Transit Assistance Funds | Capital/Operations ⁴ | \$ 70,838,394 | \$ 47,170,543 | \$ 67,386,490 | \$ 147,355,819 | \$ 38,039,608 | | \$ 185,395,427 |
| Local Measure I Valley Metrolink and Passenger Rail | Capital/Operations | \$ 95,012,831 | \$ 88,459,759 | \$ 162,768,209 | | | \$ 346,240,799 | \$ 346,240,799 |
| Local Rail Assets | Capital/Operations | \$ 2,000,000 | \$ 1,400,000 | \$ 2,000,000 | | | \$ 5,400,000 | \$ 5,400,000 |
| Local Valley Local Transportation Funds ⁵ | Operations | \$ 121,060,916 | \$ 109,963,987 | \$ 212,861,500 | | \$ 443,886,403 | | \$ 443,886,403 |
| Total Estimated Revenue | | \$ 522,862,069 | \$ 357,916,339 | \$ 671,101,944 | \$ 718,313,543 | \$ 481,926,011 | \$ 351,640,799 | \$ 1,551,880,352 |

| COSTS | | | | | | | | |
|--|------------|----------------|----------------|----------------|------------------|------------------|----------------------|--|
| Estimated Costs ⁶ | Type | Fiscal Years | | | Capital Needs | Operations Needs | Total Combined Needs | Estimated Difference between Revenue and Costs |
| | | 2014-2023 | 2024-2030 | 2031-2040 | | | | |
| Redlands Passenger Rail Implementation ⁷ | Capital | \$ 240,400,000 | \$ - | \$ - | \$ 240,400,000 | | \$ 240,400,000 | |
| Redlands Passenger Rail O&M ⁸ | Operations | \$ 6,753,053 | \$ 53,297,364 | \$ 98,068,506 | | \$ 158,118,923 | \$ 158,118,923 | |
| Gold Line Extension to Montclair Implementation | Capital | \$ 2,100,000 | \$52,900,000 | | \$ 55,000,000 | | \$ 55,000,000 | |
| Gold Line Extension to Montclair O&M ⁹ | Operations | \$ - | \$ - | \$ 30,000,000 | | \$ 30,000,000 | \$ 30,000,000 | |
| Gold Line Extension to Ontario Airport Implementation | Capital | \$ - | \$450,000,000 | | \$ 450,000,000 | | \$ 450,000,000 | |
| Gold Line Extension to Ontario Airport O&M ⁹ | Operations | \$ - | | \$ 230,000,000 | | \$ 230,000,000 | \$ 230,000,000 | |
| Metrolink SB Line Double Tracking (1 segment) Implementation | Capital | \$ 2,000,000 | \$62,000,000 | | \$ 64,000,000 | | \$ 64,000,000 | |
| Metrolink SB Line Double Tracking (1 segment) O&M ⁹ | Operations | \$ - | | \$ 10,000,000 | | \$ 10,000,000 | \$ 10,000,000 | |
| Metrolink Capital Subsidy ¹⁰ | Capital | \$ 81,677,242 | \$ 56,000,000 | \$ 80,000,000 | \$ 217,677,242 | | \$ 217,677,242 | |
| Metrolink Operations Subsidy ¹¹ | Operations | \$ 131,169,707 | \$ 117,826,380 | \$ 216,803,540 | | \$ 465,799,627 | \$ 465,799,627 | |
| Downtown San Bernardino Passenger Rail O&M ¹² | Operations | \$ 4,291,485 | \$ 4,355,224 | \$ 7,368,441 | | \$ 16,015,150 | \$ 16,015,150 | |
| Total Estimated Costs | | \$ 468,391,487 | \$ 796,378,967 | \$ 672,240,488 | \$ 1,027,077,242 | \$ 909,933,700 | \$ 1,937,010,942 | \$ (385,130,589) |

Notes:

1. Within in each funding source there maybe additional funding eligibility requirements. Federal funds, Proposition 1B funds and State Transit Assistance Funds are not escalated. LTF and Measure I are escalated annually at 3%. Rail Assets is held at \$200,000/year. This analysis does not include any bonding.
2. FTA Formula Funds allocated specifically to the Los Angeles (LA) and San Bernardino (SB) Urbanized Areas (UZA). LA UZA funds must be in areas east of Fontana, SB UZA funds must be spent in Fontana and areas to the east.
3. Congestion Mitigation and Air Quality funds may be used to fund the first 3 years of new service operation costs. SANBAG's practice has been to use CMAQ for Capital expenses.
4. Capital/Operations indicates that both Capital and Operations are eligible uses of the fund source.
5. During the Omnitrans COA process there was a commitment to only use Valley Local Transportation Funds for operations (Omnitrans and Metrolink) after implementation of the Downtown San Bernardino Passenger Rail Project and Transit Center.
6. Capital Implementation Costs are in current year dollars.
7. Approximately \$9.6 million has been spent prior to FY2014, the amount here reflects what is remaining to be funded.
8. Redlands Passenger Rail O&M costs assume O&M starts in FY2023 at an initial cost of \$6.7m/year and a 3% annual escalation rate.
- 9 O&M costs for Montclair Extension, Ontario Airport Extension and Double Tracking assume 10 years of O&M and are not escalated.
10. The estimated cost for Metrolink Capital Subsidy assumes an annual \$8 million contribution held constant through 2040. In addition to the \$8 million/year, the Capital Subsidy includes the \$6 million Rotem car repayment.
11. The estimated cost for Metrolink Operations Subsidy assumes an annual escalation of 3%.
12. Downtown San Bernardino Passenger Rail O&M costs assume O&M starts in FY2016 at an initial cost of \$500,000 and a 3% annual escalation rate.

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG 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. SANBAG 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 |

| | |
|------------|--|
| 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 |
| VTA | Victor Valley Transit Authority |
| WRCOG | Western Riverside Council of Governments |

San Bernardino Associated Governments



MISSION STATEMENT

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

- Improve cooperative regional planning

- Develop an accessible, efficient, multi-modal transportation system

- Strengthen economic development efforts

- Exert leadership in creative problem solving

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

Approved June 2, 1993
Reaffirmed March 6, 1996