Governments SANBAG Working Together

San Bernardino Associated Governments

1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410
Phone: (909) 884-8276 Fax: (909) 885-4407
www.sanbag.ca.gov

TRANSPORTATION MEASURE I

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

AGENDA

Plans and Programs Policy Committee

April 18, 2007, 1:00 p.m.

Location:
SANBAG Offices
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410
The Super Chief Room

Plans and Programs Committee Membership

Chair
Paul Eaton, Mayor
City of Montclair

Vice Chair
Mark Nuaimi, Mayor
City of Fontana

East Valley Representatives
Bea Cortes, Council Member
City of Grand Terrace

Richard Riddell, Mayor
City of Yucaipa

Larry McCallon, Council Member
City of Highland

West Valley Representatives
Diane Williams, Mayor Pro Tem
Rancho Cucamonga

Mountain/Desert Representatives
Kevin Cole, Mayor
Twentynine Palms

Rick Roelle, Mayor
Town of Apple Valley

Chad Mayes, Council Member
Town of Yucca Valley

San Bernardino County
Brad Mitzelfelt, Supervisor

Paul Biane, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

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

Plans and Programs Policy Committee

April 18, 2007

1:00 p.m.

LOCATION:
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief Room

CALL TO ORDER - 1:00 p.m.
(Meeting chaired by Mayor Paul Eaton)

I. Attendance
II. Announcements
III. Agenda Notices/Modifications

Notes/Action

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of April 18, 2007 **Pg. 6**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster **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/Action

Discussion Calendar

Regional and Quality of Life Programs

3. **Southern California National Freight Gateway Partnership Agreement (Agreement #C07-103)** **Pg. 9**

   1) Receive updated presentation on the Southern California National Gateway.

   2) Approve Agreement #C07-103 with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, other environmental, and community solutions for Southern California, the principal gateway for containerized imported goods entering the United States. **Ty Schuiling**

4. **Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding** **Pg. 19**

   Approve Contract No. 07-217 with Caltrans for the contribution of $5.4 million in CMAQ funding towards the construction of the Inland Empire (IE) Transportation Management Center (TMC). Of this amount, $4.05 million will be from South Coast Air Basin, and $1.35 million will be from Mojave Desert Air Basin CMAQ funding. **Michelle Kirkhoff**

   This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form.

5. **Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding** **Pg. 31**

   Approve Contract No. 07-218 with Caltrans for the contribution of $1 million in South Coast Air Basin (CMAQ) funding towards the construction of a Park 'N' Ride facility located adjacent to the Inland Empire (IE) Transportation Management Center. **Michelle Kirkhoff**

   This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form.

Notes/Action

Transit/Commuter Rail Program

6. **San Bernardino County Passenger Rail Fiscal Year 2008-2012 Short Range Transit Plan (SRTP)** **Pg. 38**

   Adopt the San Bernardino County Passenger Rail Fiscal Year 2008-2012 SRTP. **Mike Bair**

   This item was reviewed by the Commuter Rail Committee on March 22, 2007 and unanimously recommended for approval. This item will be reviewed by the Plans and Programs Committee on April 18, 2007.

7. **Profile of Transit Riders in San Bernardino County.** **Pg. 43**

   Receive the Profile of Transit Riders in San Bernardino County Final Report.

8. **Omnitrans Fiscal Year 2008/2009 to 2012/2013 Short Range Transit Plan (SRTP) – Scenario 1** **Pg. 93**

   Approve the Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1 **Mike Bair**

   This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The SRTP – Scenario 1 will be presented to the Omnitrans Planning and Productivity Committee on April 11th and to the full Omnitrans Board on May 2, 2007,

Project Development Program

9. **Methodology for Selection of Railroad Grade Separation Projects for Project Development Funding** **Pg. 137**

   1. Approve the methodology for selecting railroad grade separation projects for project development funding
   2. Direct staff to return with a recommended list of grade separation projects for funding of project development

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

10. Additional Items from Committee Members

11. Brief Comments by General Public

12. Acronym List **Pg. 140**

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

The next Plans and Programs Meeting is May 16, 2007.

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!*

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TRANSPORTATION MEASURE I

■ 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: April 18, 2006

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 of Directors 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
N/A	**N/A**	**N/A**	**N/A**

Financial Impact: This item has no direct impact on the 2006/2007 Budget.

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

Responsibility Staff: Ty Schuiling, Director of Planning and Programming

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0704z-ty.doc

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2006

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X	X	X	X	X	X	X	Cancelled	X	X	X	X
Bea Cortes								Cancelled	X		X	X
Larry McCallon				X	X		X	Cancelled	X	X		X
WEST VALLEY												
Paul Eaton Chair	X		X	X	X	X	X	Cancelled	X	X	X	X
Mark Nuaimi	X		X					Cancelled	X	X	X	X
Diane Williams	X	X	X	X	X	X	X	Cancelled	X	X	X	X
MT/DESERT												
Kevin Cole	X	X	X	X	X		X	Cancelled	X	X	X	X
Paul Cook	X	X	X		X			Cancelled	X	X		
Jim Lindley	X	X	X	X	X	X	X	Cancelled		X	X	
SAN BERNARDINO COUNTY												
Gary Ovitt	X	X		X				Cancelled	X			
Josie Gonzales	X	X	X		X		X	Cancelled	X	X		X
Dennis Hansberger	X		X	X			X	Cancelled	X	X	X	X
Paul Biane	X	X	X	X			X	Cancelled		X	X	
Bill Postmus		X	X	X				Cancelled	X	X		

X - indicates member attended the meeting.

Crossed out box indicates member was not on the committee as of that month.

Empty box indicates committee members did not attend the meeting in that month.

ppcatt06.doc

AGENDA ITEM: 2

PLANS AND PROGRAMS POLICY COMMITTEE ATTENDANCE - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell	X											
Bea Cortes	X	X	X									
Larry McCallon	X	X	X									
WEST VALLEY												
Paul Eaton Chair		X	X									
Mark Nuaimi	X	X	X									
Diane Williams	X	X	X									
MT/DESERT												
Kevin Cole	X											
Rick Roelle	X	X	X									
Chad Mayes		X	X									
SAN BERNARDINO COUNTY												
Gary Ovitt	X		X									
Josie Gonzales	X											
Dennis Hansberger	X											
Paul Biane	X		X									
Brad Mitzelfelt	X		X									

X - indicates member attended the meeting.
Crossed out box indicates member was not on the committee as of that month.
Empty box indicates committee members did not attend the meeting in that month.

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TRANSPORTATION MEASURE I

■ 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: April 18, 2007

Subject: Southern California National Freight Gateway Partnership Agreement (Agreement #C07-103)

Recommendation:* 1) Receive updated presentation on the Southern California National Freight Gateway.

2) Approve Agreement #C07-103 with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, other environmental, and community solutions for Southern California, the principal gateway for containerized imported goods entering the United States.

Background: On October 4, 2006, the SANBAG Board of Directors unanimously approved execution of a Memorandum of Understanding with other Southern California Transportation Commissions, SCAG, the Ports, and State and Federal agencies to collaboratively formulate and implement freight movement and related air quality, environmental, and community solutions for Southern California in its role as the principal gateway for containerized imported goods entering the United States. Continued negotiation with the state and federal agencies as described in following sections led to redrafting of the document as a Partnership Agreement based on federal experience in other states, although the objective is identical and the document's provisions are substantially the same.

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0704a-ty
Attachments: C0103
11107000

The Objective

The objective of the MOU, and more recently the Partnership Agreement, is establishment of a process through which state and federal agencies would share responsibility and work collaboratively with the Southern California transportation agencies to address the infrastructure needs, environmental effects, and community impacts of increasing goods movement through Southern California. Early and active involvement by federal and state agencies in formulation of the freight movement and environmental improvement strategy is critical because Southern California's freight challenge is substantially an outgrowth of federal - and to a lesser extent state - policies on transportation and international trade. Within the past month, it has also become apparent that the South Coast Air Basin's ability to attain federal health standards for both fine particulates (PM2.5, 2015) and ozone (federal 8-hour standard, 2024) is largely contingent upon emission reductions from freight-related and other mobile sources well beyond levels contemplated in current plans. These sources are primarily within the regulatory authority of state and federal agencies (California Air Resources Board and United States Environmental Protection Agency). Absent appropriate action by the state and federal agencies, implementation of a Southern California freight movement system capable of the throughput levels desired by the federal government, or of supporting growth in the logistics sector of the regional economy, will not occur. This Agreement is designed to formalize shared responsibility for development and implementation of the freight movement, air quality, and environmental improvement strategy among federal, state, and regional agencies, and to change the federal and state agencies' role from review of and reaction to a final product, to collaboration in, and shared responsibility for, development and timely implementation of necessary strategies.

History

The potential for high-level federal collaboration to address Southern California's freight movement challenge emerged from a two-day, May 2005 conference on the National Environmental Policy Act at the University of California at Irvine (UCI), supported by SANBAG and SCAG. There, present and past Counsels to the White House Council on Environmental Quality (CEQ) received a presentation by SANBAG and SCAG staff on the impacts of U.S. international trade policy on the Southern California infrastructure and environment. Dinah Bear, General Counsel to CEQ in the George H. W. Bush, Clinton, and George W. Bush administrations, then invited and arranged for SANBAG and SCAG

staff, along with attorney Lindell Marsh, co-convener of the UCI NEPA conference and member of the Board of Directors of the Washington DC-based Growth Management Institute, to present this information to ranking representatives of other federal agencies and to initiate discussions leading toward formalization of a collaborative working relationship. A second trip in January 2006 generated commitments from the Undersecretary or Director levels of the US Department of Transportation (DOT), Department of the Interior, US Trade Representative, US Fish and Wildlife Service, and US Environmental Protection Agency to enter into negotiations on an MOU with regional and state agencies for these purposes. Follow-on negotiations with Undersecretary Tyler Duvall at DOT and the Assistant Administrator of the Federal Maritime Administration, Julie Nelson, in part facilitated by staff to Senator Feinstein, continued to be encouraging. Other efforts have focused on obtaining similar commitments from state agencies: Business, Transportation and Housing (BTH) and the California Environmental Protection Agency (CalEPA). Within the past few weeks, constructive discussions with Dale Bonner, the newly appointed Secretary of Business, Transportation, and Housing for California, and Julie Nelson and her staff in Washington DC, suggest that success in "setting the table" is near after nearly two years' effort.

Following execution of the agreement, efforts will focus on establishment of the collaborative process needed to move forward, building on the outcomes of the existing Multi-County effort, to simultaneously finalize the regional freight movement systems plan and address the impending air quality conformity crisis in the South Coast Air Basin.

Financial Impact: This item is consistent with the approved Fiscal Year 2006-2007 SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on April 18, 2007.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

PPC0704a-ty
Attachments: C0103
11107000

SANBAG Contract No. C07-103

by and between

San Bernardino Associated Governmetns

and

Federal Agencies, State Agencies and Participating Transportation Commissions

for

Cooperative Development of Freight Gateway Strategy

FOR ACCOUNTING PURPOSES ONLY

☐ Payable	Vendor Contract # _____	Retention:	☒ Original
☐ Receivable	Vendor ID _____	☐ Yes _____ % ☐ No	☐ Amendment

Notes:

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ _____
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____

Original Board Approved Contract Date: 10/4/06 Contract Start: 10/4/04 Contract End: _____

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☐Yes ☐No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes _____%

Task Manager: **Ty Schuiling**	Contract Manager: **Ty Schuiling**
Task Manager Signature Date	Contract Manager Signature Date
Chief Financial Officer Signature Date	

Filename: C07103

DRAFT

C07-103

SOUTHERN CALIFORNIA NATIONAL FREIGHT GATEWAY

PARTNERSHIP AGREEMENT
AMONG FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES

Preamble

We the undersigned support a cooperative partnership for the Southern California National Freight Gateway that concurrently addresses growing freight throughput capacity balanced with environmental and community concerns in the Southern California National Freight Gateway Area (the Area). The USDOT has promulgated a *National Strategy to Reduce Congestion on America's Transportation Network.* The strategy incorporates a focus on major freight bottlenecks, including the Area, and expanding public outreach in the Area with various involved agencies and other public and private interests. This *National Strategy* incorporates the ideals of the USDOT *Framework for a National Freight Policy.* The *Framework* offers a vision and objectives to help public and private transportation stakeholders cooperatively pursue freight transportation improvements that support economic growth while also improving environmental quality.

The Challenge

Over 40 percent of all goods imported into the U.S. flow through Southern California, the largest port complex in the U.S., with the vast majority of these goods distributed throughout the country. The combination of increasing freight flows, the projected 25 percent population increase by 2030 and inadequate transportation infrastructure funding will intensify the congestion in the region's already overcrowded transportation system and increase hazards to the environment. Without major actions and assistance from all government levels to protect and enhance the environment, freight movements through the region will increase the already significant impacts on the quality of life in Southern California's communities and the environment overall. Air quality is of particular concern.

Pursuing sustainable and efficient regional freight transportation operations offers significant economic opportunities to the region in the form of additional business, more and better quality jobs, and enhanced local, State and federal tax revenues. Successful transportation improvement efforts in Southern California will require extensive collaboration by a large and diverse group of interested parties including Federal, State and numerous local entities; private industry; unions and the public. Important steps have already been taken at the Federal, State and local levels. Going forward, the outcome to be achieved is the priority connection of freight growth with protection and enhancement of the natural and human environment, to resolve the freight transportation issues facing Southern California.

Purpose

The purpose of this partnership agreement is to promote cooperation, coordination and collaboration among the signatories in the spirit of Section 101(a) of the National Environmental Policy Act (NEPA) and to advance projects for sustainable and efficient freight transportation

operations while all signatories pursue their normal responsibilities under the law. This agreement is not intended to limit, increase or affect the authority of any agency under the law. The undersigned agree to a mutual, overarching goal of working with all stakeholders in the Area to improve freight throughput capacity while protecting and enhancing the natural and human environment.

Commitments

In the spirit of Section 101(a) of NEPA and with the mutual understanding that this is a flexible working agreement among our respective agencies, we commit as follows:

- The Partners agree to use this agreement as the basis for a collegial and cooperative alliance to improve sustainable and efficient freight transportation operations in the Area, with a particular focus on air quality improvements;
- The Partners agree to use this forum as a means to promote better understanding among all stakeholders of underlying considerations and potential impacts and alternatives for proposed Southern California transportation projects;
- The Partners will develop a strategic framework for achieving sustainable and efficient freight transportation operations in the Area in harmony with California's Goods Movement Action Plan (http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf) including the assurance that all new freight projects meet environmental requirements, with an early focus on air quality issues;
- The Partners will consider improvements to the transportation decision-making and environmental review processes to expeditiously advance the objective of the Partnership;
- The Partners agree to build upon the existing environmental programs of ports and their tenants in order to work cooperatively to reduce air quality-related freight movement emissions consistent with the Area's air quality implementation plan;
- The Partners will establish agreed procedures and protocols in order to carry out the intent of this agreement in an efficient manner;
- Within 60 days of the signing of this agreement, senior management representatives of the Partners will meet, and will continue to meet twice a year through the term of this agreement, to discuss emerging problems, issues and priorities for each organization, and report on the status of the initiatives;
- In addition, each Partner will assign a contact person, within their respective organization, who will serve on a Steering Committee that will be responsible for setting the semi-annual meetings, tracking the status of the initiatives, and communicating results to internal and external stakeholders;
- The Partners agree to update this agreement periodically based upon accomplishments and new priorities.

Miscellaneous

The expenditure or advance of any money or the performance of any obligation of the United States under this agreement shall be contingent upon appropriation or allotment of funds in accordance with 31 USC 1341 (Anti-Deficiency Act).

Nothing in this Partnership Agreement shall have the effect of changing any existing provision of applicable Federal or State Law, regulations, or other agreements between the signatory agencies. All provisions of this Partnership Agreement are intended and shall be interpreted to

be consistent with all applicable provisions of Federal and State law. Nothing in this Partnership Agreement limits the discretion of the signatory agencies in carrying out their statutory and regulatory obligations.

The term of this agreement shall end on December 31, 2015 unless further extended by signatories. Any signatory may withdraw from this agreement by giving 90 days prior written notice to the other signatories.

IN WITNESS WHEREOF, the parties have signed this partnership agreement on the dates set forth below their signatures.

[The following signature blocks should be revised and completed as necessary by the individual organizations]

FEDERAL AGENCIES

Signature _____
Printed Name & Title _____
Deputy Maritime Administrator
Maritime Administration
U.S. Department of Transportation
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator for the Pacific Southwest Region
U.S. Environmental Protection Agency
Date: _____

Signature _____
Printed Name & Title _____
Deputy Maritime Administrator
Maritime Administration
U.S. Department of Transportation
Date: _____

Signature _____
Printed Name & Title _____
Manager of California and Nevada Operations
U.S. Fish and Wildlife Service
U.S. Department of the Interior
Date: _____

DRAFT

Signature _____
Printed Name & Title _____
Division Engineer representing the South Pacific Division
U.S. Army Corps of Engineers
Date: _____

Signature _____
Printed Name & Title _____
Regional Administrator of the Southwest Region
National Marine Fisheries Service
National Oceanic and Atmospheric Administration
U.S. Department of Commerce
Date: _____

STATE OF CALIFORNIA

Signature _____
Printed Name & Title _____
Business, Transportation & Housing
Date: _____

Signature _____
Printed Name & Title _____
California Resources Agency
Date: _____

Signature _____
Printed Name & Title _____
Environmental Protection Agency
Date: _____

REGIONAL/LOCAL AGENCIES

Signature _____
Printed Name & Title _____
Southern California Association of Governments
Date: _____

DRAFT

CTCs

Signature _____
Printed Name & Title _____
Los Angeles County Metropolitan Transportation Authority
Date: _____

Signature _____
Printed Name & Title _____
San Bernardino Associated Governments
Date: _____

Signature _____
Printed Name & Title _____
Riverside County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Ventura County Transportation Commission
Date: _____

Signature _____
Printed Name & Title _____
Imperial County
Date: _____

PORTS

Signature _____
Printed Name & Title _____
Long Beach Board of Harbor Commissioners
Date: _____

Signature _____
Printed Name & Title _____
Los Angeles Board of Harbor Commissioners
Date: _____

DRAFT

Signature _____

Printed Name & Title _____

Port of Hueneme, Oxnard Harbor District

Date: _____

C07103

Governments SANBAG Working Together

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TRANSPORTATION MEASURE I

■ 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: April 18, 2007

Subject: Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding

Recommendation:* Approve Contract No. 07-217 with Caltrans for the contribution of $5.4 million in CMAQ funding towards the construction of the Inland Empire (IE) Transportation Management Center (TMC). Of this amount, $4.05 million will be from South Coast Air Basin, and $1.35 million will be from Mojave Desert Air Basin CMAQ funding.

Background: Since the late 1990's, SANBAG and the Riverside County Transportation Commission (RCTC) have worked closely with Caltrans and the California Highway Patrol (CHP) to develop, fund and construct an IE TMC. The Inland Empire is the last urban area in the State to have a co-located Caltrans and CHP TMC, whose sole mission is to monitor and manage congestion, as well as emergencies and incidents, along Inland Empire highways and major corridors.

Prior Board Discussion and Action
In 2001, the SANBAG Board included the IE TMC project as a candidate for State Transportation Improvement Program (STIP) funding. A presentation to the Board was made in October 2001, identifying the need for a local funding contribution for this project, as well as emphasizing project benefits. In April 2003, an update on the project was presented to the Major Projects Committee and the Mountain/Desert Committee. At that time, both Committees recommended continuing to show support for the project and the recommendation was ultimately approved by the Board in May 2003. With the reduction in STIP funding, the Board then acted at its October 2005 meeting, to instead, allocate CMAQ funding towards the construction of the TMC (75% from the South Coast Air Basin and 25% from the Mojave Desert Air Basin).

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0704a-MMK.doc
Attachments: C07217; PPC0704a1-mmk
70507000

The execution of the attached contract will be the final step in SANBAG's allocation of CMAQ towards this project. Since many of the SANBAG Board members may not be familiar with the history of the TMC development, as well as the functionality and purpose of the TMC, the remainder of this agenda item serves as background and information on this very important project.

What is a TMC

TMCs serve as the nerve center for the urban freeway and highway system. A TMC gathers real time traffic/traveler information from many sources: electronic sensors in the pavement, freeway call boxes, video cameras, 911 and cellular calls from motorists, CHP officers on patrol, Caltrans highway crews, ramp meter sensors, earthquake monitors, and commercial traffic reports. All of this information is sent to and monitored by the TMC, 24-hours a day, seven days a week. Information is received, decisions are made and actions are taken. As a result, the TMC staff may take these types of actions:

- Dispatch a traffic management team?
- Route a Freeway Service Patrol tow truck?
- Dispatch a hazardous materials clean-up crew?
- Detour traffic?
- Alert motorists via changeable message signs and traffic reports to the media?
- Close a highway segment because of fire, floods or earthquake damage?

Whatever the situation, the TMC provides fast, intelligent and coordinated responses from Caltrans operations and maintenance, CHP dispatching and operations staff, which are all located within the TMC. As a result, congestion and incidents can be monitored and managed much more efficiently.

Current Inland Empire "Interim" TMC

Currently, these Caltrans and CHP functions/staff are located at several separate facilities throughout the Inland Empire. The current Caltrans interim TMC, is located at the Caltrans District 8 Office Building in downtown San Bernardino, and this interim TMC does not offer the advantages of the other urban TMC's located around the state. The current TMC location was an afterthought when the building was constructed in the 1990's; as a result, the TMC was placed in the basement of the building, as an interim measure. Other Caltrans maintenance and operations staff are located at other facilities throughout the Inland Empire. CHP traffic management functions and dispatching are located at a CHP facility near Hospitality lane. All of these current buildings/facilities are very cramped and staff has already outgrown these facilities. In addition, these current facilities were not built, nor are they classified, as an essential services facility. In the event of a major earthquake or other disaster, the staff would not be able to remain in these facilities and the staff functions would have to be relocated to another facility in order to keep the freeways moving.

The New Co-Located TMC

The new building will be built to withstand the maximum earthquake that can be produced at the project site, and the building construction would satisfy other requirements that would classify this building as an essential services facility. The building would also provide for other emergency service functions, and would serve as a backup for the State's Office of Emergency Services. The TMC will be able to handle all monitoring and management of the 7,200 lane miles of highways between the two counties. The following transportation components will be handled/monitored by the staff within this building:

- Closed circuit TVs
- Highway detection
- Ramp metering
- Weather stations
- Computer aided dispatch
- Caltrans maintenance
- CHP field units
- Vehicle communication
- Public transportation
- Accident investigation
- Changeable Message Signs (CMS)
- Transportation management teams
- Media/Public awareness for incidents/events
- Traffic websites and 511 monitoring
- Data/info from call boxes and Freeway Service Patrol
- Communication networks with other Caltrans' TMCs/City Traffic Centers

Benefits of a Co-Located TMC

The Inland Empire is the last major urban area in the state without a fully functioning, co-located TMC. This area has very unique urban and rural traffic needs, as well as unusual incident management requirements. There are several very heavily traveled corridors that do not have any parallel alternative routes (I 15, I 40, SR 58, SR 62 and SR 395). When these corridors have closures or major incidents, the traffic backup is severe and the need for coordination and a quick response is critical. As a result, a TMC can improve traffic flow, increase safety, alleviate accidents, improve emergency response time, provide real time traffic information, increase traveler awareness, and also reduce non-recurrent congestion. With this improved coordination and management, there is also a benefit to transit and public transportation, goods movement, as well as improved circulation on local roadways.

Because of the importance that this project plays in managing congestion and improving air quality for the area, the TMC project is included in the Regional

Transportation Plan and has been programmed as a transportation control measure in the Regional Transportation Improvement Program. In addition, the TMC is a key strategy that was included in the Inland Empire's Intelligent Transportation System (ITS) Strategic Plan, and is included in both the Inland Empire and the Regional ITS Architecture Plans.

Background of IE TMC Development

In the 1990's, as other TMCs throughout the state were being funded and constructed, the Inland Empire was still focusing on installing the key ITS transportation components, and integrating these components to service the growing area. Past TMCs were primarily funded with State SHOPP funds and State grant funds which are referred to as the Traffic Systems Management (TSM) funding. The state TSM funded the majority of the construction costs of four TMCs previously built in California. The Los Angeles/Ventura TMC, which will be opening this summer, was funded primarily with SHOPP funds. When Senate Bill 45 was enacted, the TSM funding was folded into the STIP allocation that was available for programming by the individual county transportation commissions (CTCs). However, as overall transportation funding began to diminish, and thus less STIP funding available, the CTCs could barely fund and build its highway projects, which left fewer funds for other needed TSM activities.

In the late 1990's, SANBAG, RCTC and Caltrans continued to work to find a location for the TMC. Several sites were considered, but ultimately the current location was selected. This location (southeast corner of SR 210 and I 15 freeways) was ideal for several reasons. The property was owned by Caltrans, close to major freeway corridors and close to Caltrans Headquarters. In addition, the property was already environmentally cleared during SR 210 construction, and the environmental document to build the TMC would be a minimal effort.

With property in hand, the next major task was to put together a local funding contribution, which would encourage the State to commit to the project and provide the majority of funding for design and construction. It was at this point that Staff began to make presentations to the SANBAG Policy Committees and Board about the project and the need for a local funding contribution (2001 through 2003). In addition, SANBAG and RCTC were successful in lobbying for a federal earmark of funds with the assistance of Congressman Baca. An earmark of $1.2 million was secured from SAFETEA LU in 2003, which also served to offset the local contribution. As a result, in the fall of 2005, both the SANBAG and RCTC Boards took action to contribute CMAQ funding to the project ($5.4 million each).

Caltrans felt strongly that if SANBAG and RCTC had not taken action in 2005 to allocate the CMAQ funding, the project would have gone no further. The local CTC contribution has provided great assistance in securing State funding for the balance of the project. Caltrans has made presentations to the CTC in May of 2005 and

September of 2006, and SANBAG and RCTC have kept CTC Commissioner Joe Tavaglione apprised on the project and the benefits to the Inland Empire. To date, $4.35 million in SHOPP funds have been allocated by the CTC for design.

Next Steps

Monthly Project Development Team meetings will continue, which is lead by State DGS staff, and participants include Caltrans and CHP. In addition, SANBAG, RCTC and City of Fontana staffs are also invited and participate in these monthly meetings. With design 60% complete, Caltrans will begin the "early project", which will include grading, street and utility work, as well as construction of the Park'N'Ride lot. In October 2007, Caltrans will request from the CTC the final $19.8 million allocation in SHOPP funds for TMC construction. If all goes well, construction will begin in early 2008 and be completed by 2010. Please refer to the attached fact sheet, as well as the April 2007 update for more specific information on the project and its status.

Financial Impact: Allocating CMAQ funding to Caltrans has no direct impact on the adopted SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

PPC0704a-MMK.doc
Attachments: C07217; PPC0704a1-mmk
70507000

SANBAG Contract No. C-07-217

by and between

San Bernardino Associated Governments

and

Caltrans

for

Congestion Mitigation/Air Quality Funds Contribution to IE Transportation Management Center

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID CD8	Retention: ☐ Yes _____ % ☒ No	☒ Original ☐ Amendment

Notes: This is a contribution agreement of CMAQ funds to Caltrans. No funds flow through SANBAG.

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
		Current Amendment:	$ _____
Contingency Amount:	$ _____	Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
____	____	____	____	$ ____
____	____	____	____	$ ____
____	____	____	____	$ ____
____	____	____	____	$ ____

Original Board Approved Contract Date: 5/2/07 Contract Start: 5/2/07 Contract End: 6/30/11

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☒Yes ☐No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes _____%

Task Manager: **Michelle Kirkhoff** Contract Manager: **Maria Modell**

Michelle Kirkhoff 4/6/07 Maria Modell 4/5/07

Task Manager Signature Date Contract Manager Signature Date

J. McGuire 4/9/07

Chief Financial Officer Signature Date

Filename: C07217

Form 28 06/06

C07-217
08-SBd-15 (L5506)
Construct IETMC
EA 08-377041
District Agreement No. 8-1345

LOCAL ASSISTANCE CONTRIBUTION AGREEMENT

THIS AGREEMENT, entered into effective on _____, 2007, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE" and the

SAN BERNARDINO ASSOCIATED GOVERNMENTS, a public entity, referred to herein as "SANBAG."

RECITALS

1. STATE and SANBAG, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement for improvements to State Highways within the County of San Bernardino.

2. STATE contemplates the construction of the Inland Empire Transportation Management Center (IETMC) at the southeast quadrant of the Interstate 15/State Route 210 Interchange, referred to herein as "PROJECT."

3. SANBAG desires to contribute $5,400,000 using Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, referred to herein as "FUNDS," to be matched, by STATE, with non-Federal State Highway Operation and Protection Program (SHOPP) funds, referred to herein as "MATCH FUNDS," to be applied toward allowable PROJECT costs as shown on EXHIBIT A (cost summary), EXHIBIT B (Letter of Finance) and EXHIBIT C (Contribution Letter), attached to and made a part of this Agreement.

4. The Parties hereto intend to define herein the terms and conditions under which PROJECT is to be partially financed by this contribution of FUNDS from SANBAG.

SECTION I

STATE AGREES:

1. To undertake and complete PROJECT.

2. To construct PROJECT by contract, in accordance with plans and specifications of STATE.

3. To process all Federal authorizations, State allocations and/or State application of FUNDS on behalf of SANBAG as applicable under Federal and State law for the contribution of FUNDS and MATCH FUNDS toward PROJECT.

SECTION II

SANBAG AGREES:

1. STATE may encumber FUNDS and/or MATCH FUNDS as shown on EXHIBIT A and EXHIBIT B, towards PROJECT.

2. To authorize STATE to administer, process and encumber FUNDS.

3. To program, or cause to be programmed, FUNDS for PROJECT in the appropriate Regional Transportation Improvement Program (RTIP), Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) documents and to process all programming amendments thereto which may be required for any PROJECT funding changes, at least ninety (90) days prior to bid advertisement for the construction project.

4. In the event changes to the FUNDS are necessary, to promptly notify STATE to determine if an amendment to this Agreement should be executed to reflect said changes.

5. To enter into a separate cooperative agreement or an amendment to this Agreement with STATE when funds other than FUNDS that are under the direct control of SANBAG are to be contributed towards PROJECT.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority, the allocation of funds by the California Transportation Commission (CTC) and the encumbrance of those FUNDS and MATCH FUNDS to PROJECT.

2. STATE's expenditure of FUNDS, under the sole control of SANBAG, and/or STATE controlled MATCH FUNDS is subject to the earlier programming and appropriation of FUNDS by SANBAG and MATCH FUNDS by STATE, and these acts will not be unreasonably delayed by either Party.

3. Any additional funding amount required to complete PROJECT, pursuant to this Agreement, will be borne by STATE.

4. Upon completion of all work under this Agreement, ownership and title to all materials, equipment and appurtenances installed will automatically be vested in STATE.

5. Neither SANBAG nor any officer or employee is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless SANBAG and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories of assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.

6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE or on November 1, 2011, whichever is earlier in time.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
WILL KEPMTON
Director

By: _____
MICHAEL A. PEROVICH
District Director

SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY

By: _____
DENNIS HANSBERGER
Board President

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney,
Department of Transportation

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

EXHIBIT "A"
PROJECT COST SUMMARY

TYPE OF FUNDS	STATE	SANBAG	RCTC	FEDERAL	TOTAL
Construction Engineering	$1,838,000 (SHOPP)	$0 (0%)	$0 (0%)		$1,838,000
Construction Capital	$19,782,000 (SHOPP)	$5,400,000 (CMAQ)	$5,400,000 (CMAQ)	$1,200,000 (DEMO)	$31,782,000
TOTAL	$21,620,000	$5,400,000	$5,400,000	$1,200,000	$33,620,000

RCTC's contribution covered under separate Agreement No. 8-1347

Federal DEMO funds shown are Construction Capital Funds earmarked for this Project and available for the Project's sponsors (State) use.

Inland Empire
Transportation Management Center
(IE TMC)
Update April 2007

Activity to Date:

- May 2005 the California Transportation Commission (CTC) approved a transfer of $1.65 million from Caltrans to the Department of General Services (DGS), to begin preliminary drawings and plans.
- DGS hired DMJMH+N for the design, which began in February of 2006.
- May 2006 the CTC allocated $2.7 Million to complete 2nd Phase of design.
- Value analysis performed in June 2006, resulted in splitting-out and advancing the grading, street, utility work and construction of the PNR from the project, and is referred to as the "early project".
- SAFETEA-LU allocated $1.2 million for the IE TMC.
- On September 14, 2005, the RCTC Board approved an allocation of $5.4 million in CMAQ for the project. SANBAG approved $5.4 in CMAQ on October 5, 2005, and $1 million in CMAQ for the adjacent PNR.

Total Program Funding:

$21.62 million from SHOPP and State Funding
$ 5.40 million RCTC
$ 5.40 million SANBAG
$ 1.20 million Federal SAFETEA-LU Funds
$33.62 million Total

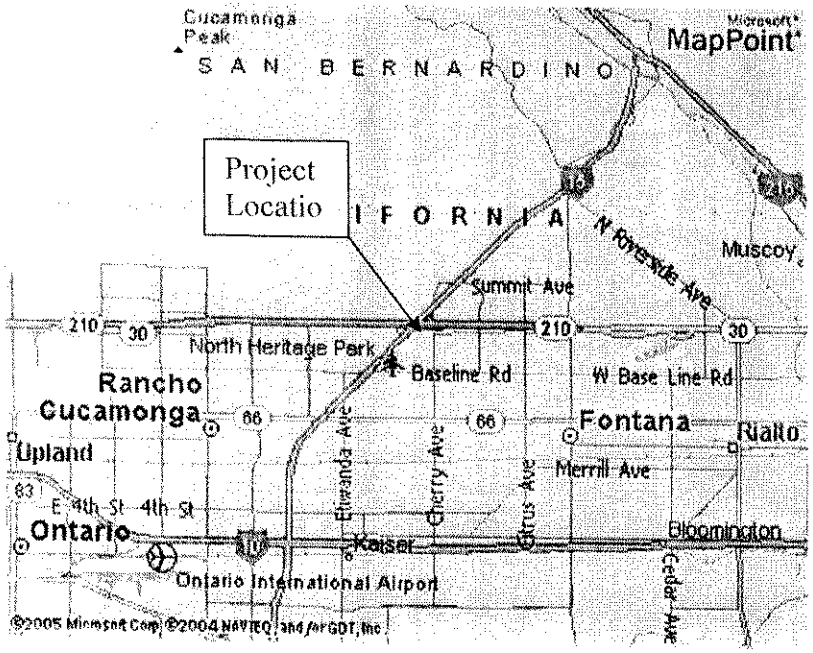
Next Steps:

- CTC vote for $19.8 of SHOPP funds to construct the IETMC scheduled for October, 2007.
- Design will be complete in November 2008.
- Early grading, street, utility work for IETMC and Southern Regional Lab and construction of Park and Ride Lot to begin in December 2007.
- Construction to begin March, 2008 and projected opening in 2009.

Fact Sheet

CONSTRUCT IETMC (BUILDING WORK)
INLAND EMPIRE TRANSPORTATON MANAGEMENT CENTER IN CO OF SBD & CITY OF FONTANA SE QUAD. OF THE 15/210 IC

EA 08-37704



PROJECT DESCRIPTION & SCOPE

Construct the Inland Empire Transportation Management Center (IETMC) at the southeast quadrant of Interstate 15 and State Route 210 Interchange on Victoria Avenue in the City of Fontana. The IETMC is projected to be a 2-story, base-isolated building of approximately 44,000 square feet to accommodate 175 employees comprised jointly of California Highway Patrol (CHP) Inland Communications Center and California Department of Transportation (Caltrans) District 8 traffic operations, maintenance, and dispatch personnel.

NEED & PURPOSE OF PROJECT

Continued growth over the past two decades has resulted in increased duration of freeway congestion. Accompanying the rapid increase in recurrent congestion is the steady increase in non-recurrent congestion due to major accidents, special events and highway construction. The key to mobility is to maximize the efficiency of the transportation system through effective management. The IETMC is the command and control center for traffic management systems, consisting of ramp meters, closed circuit television, vehicle detection stations, changeable message signs, roadway weather information, and highway advisory radio. This modern IETMC facility, in which the CHP and Caltrans are co-located, will better manage traffic incidents on the State Highway System. The new center will have improved capabilities of providing traveler information, coordinated event management (concerts, construction closures, etc.), arterial management and central ramp meter control. The proposed 24 hour/7 day per week facility will also be better equipped to respond to major emergencies.

Project's Funding:

	R/W	Construction	Support	Total
State		$19,782,000	$1,838,000	$21,620,000
Local		$12,000,000		$12,000,000
Total		$31,782,000	$1,838,000	$33,620,000

Project Schedule:

				Construction	
PA&ED	PS&E	R/W Cert.	RTL	Begin	End
	8/14/07	9/3/07	10/01/07	2/4//08	11/2/09

Comments & Issues:
Environmental: Completed and approved.
Design: Under design by DMJM Engineering Company.
Right of Way: The project is to be built on state-owned excess land.
Construction/Traffic:
Misc.: The proposed facility would be the first combined undertaking among California agencies. This project resulted from the splitting of EA 37701 into EA 37704 and EA 3770U. The Inland Empire is the only large urban area in the state without a full service transportation management center and the project has strong support and Congestion Mitigation and Air Quality (CMAQ) funding from both County Transportation Commissions.

Major stakeholders:
Riverside County Transportation Commission (RCTC), San Bernardino Associated Governments (SANBAG), California State Department of General Services (DGS), Office of Emergency Services, California Highway Patrol (CHP), California Department of Transportation (Caltrans)
Lead Agency: DGS (PS&E and AAA)

Contact Person:
Thomas Ainsworth, Project Manager - 909-383-4535

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ 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: April 18, 2007

Subject: Contribution Agreement with the California Department of Transportation (Caltrans) to provide Congestion Mitigation and Air Quality (CMAQ) Funding

Recommendation:* Approve Contract No. 07-218 with Caltrans for the contribution of $1 million in South Coast Air Basin (SCAB) CMAQ funding towards the construction of a Park'N'Ride facility located adjacent to the Inland Empire (IE) Transportation Management Center (TMC).

Background: Since the late 1990's, SANBAG and the Riverside County Transportation Commission (RCTC) have worked closely with Caltrans and the California Highway Patrol (CHP) to develop, fund and construct an IE TMC. These discussions were taking place during the final stages of the construction of the State Route (SR) 210 freeway. With carpool lanes being a key component to the new freeway, and with the lack of PNR lots in this area to support usage on the carpool lanes, it was recognized that the location of the new IE TMC would also be an ideal location for a PNR lot. There currently is a PNR lot nearby at the Interstate (I) 15 and Baseline interchange; however, the improvements slated for this interchange will result in the current PNR lot being eliminated for improved interchange on and off ramps. Therefore, utilizing CMAQ funding to build a new PNR lot adjacent to a 24 hour Caltrans and CHP TMC facility was ideal and would also help to promote a much needed transportation control measure for the region.

At the October 2005 SANBAG Board meeting, $1 million in SCAB CMAQ funding was allocated towards the construction of the TMC PNR lot. The execution of the attached contract will be the final step in SANBAG's allocation of CMAQ towards

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0704b-MMK.doc
Attachments: C07218
40607000

this project. The PNR lot will accommodate 116 parking spaces for carpools and vanpools, have lighting and landscaping, and provide easy access to I 15 and SR 210 carpool lanes. The PNR will ultimately be owned and maintained by Caltrans, and will be included in all of SANBAG's promotional material, ridesharing website (www.commutesmart.info) and other public information.

With design almost completed, the construction of the PNR lot will be part of the TMC's "early project". This project will also include grading and street and utility work. The $6.5 million early project (of which the CMAQ portion for the PNR is $1 million) will begin construction approximately in December of 2007 and the PNR should be open and ready for business by late spring of 2008.

Financial Impact: Allocating CMAQ funding to Caltrans has no direct impact on the adopted SANBAG Budget.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The contract has been reviewed by Legal Counsel as to form.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

PPC0704b-MMK.doc
40607000

SANBAG Contract No. C-07-218

by and between

San Bernardino Associated Governments

and

Caltrans

for

Congestion Mitigation/Air Quality Funds Contribution to TMC Park'N'Ride

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID CD8	Retention: ☐ Yes _____ % ☒ No	☒ Original ☐ Amendment

Notes: This is a contribution agreement of CMAQ funds to Caltrans. No funds flow through SANBAG.

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
		Current Amendment:	$ _____
Contingency Amount:	$ _____	Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
____	____	____	____	$ ____
____	____	____	____	$ ____
____	____	____	____	$ ____
____	____	____	____	$ ____

Original Board Approved Contract Date: 5/2/07 Contract Start: 5/2/07 Contract End: 6/30/09

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☒Yes ☐No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes _____%

Task Manager: **Michelle Kirkhoff** Contract Manager: **Marla Modell**

[signature] 4/6/07 [signature] 4/5/07

Task Manager Signature Date Contract Manager Signature Date

[signature] 4/9/07

Chief Financial Officer Signature Date

Filename: C07218

Form 28 06/06

C07-218
08-Sbd-15 (L5506)
Construct Park 'n' Ride Lot
And Civil Site Work
EA 08-3770U1
District Agreement No. 8-1344

LOCAL ASSISTANCE CONTRIBUTION AGREEMENT

THIS AGREEMENT, entered into effective on_____, 2007, is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "STATE," and the

SAN BERNARDINO ASSOCIATED GOVERNMENTS, a public entity, referred to herein as "SANBAG."

RECITALS

1. STATE and SANBAG, pursuant to Streets and Highways Code Section 130, are authorized to enter into a Cooperative Agreement for improvements to State Highways within the County of San Bernardino.

2. STATE contemplates the construction of Civil Site Work (grading, drainage, utilities, off-site street work) and Park 'N' Ride facility at the southeast quadrant of the Interstate 15/State Route 210 Interchange, referred to herein as "PROJECT."

3. SANBAG desires to contribute $1,000,000 using Federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds, referred to herein as "FUNDS," to be matched, by STATE, with non-Federal State Highway Operation and Protection Program (SHOPP) funds, referred to herein as "MATCH FUNDS," to be applied toward allowable PROJECT costs as shown on EXHIBIT A (cost summary), EXHIBIT B (Letter of Finance) and EXHIBIT C (Contribution Letter), attached to and made a part of this Agreement.

4. The Parties hereto intend to define herein the terms and conditions under which PROJECT is to be partially financed by this contribution of FUNDS from SANBAG.

SECTION I

STATE AGREES:

1. To undertake and complete PROJECT.

2. To construct PROJECT by contract, in accordance with plans and specifications of STATE.

3. To process all Federal authorizations, State allocations, and/or State application of FUNDS on behalf of SANBAG as applicable under Federal and State law for the contribution of FUNDS and MATCH FUNDS towards PROJECT.

SECTION II

SANBAG AGREES:

1. STATE may encumber FUNDS and/or MATCH FUNDS, as shown on EXHIBIT A and EXHIBIT B, towards PROJECT.

2. To authorize STATE to administer, process and encumber FUNDS.

3. To program, or cause to be programmed, FUNDS for PROJECT in the appropriate Regional Transportation Improvement Program (RTIP), Federal Transportation Improvement Program (FTIP) and State Transportation Improvement Program (STIP) documents and to process all programming amendments thereto which may be required for any PROJECT funding changes, at least ninety (90) days prior to bid advertisement for the construction project.

4. In the event changes to the FUNDS are necessary, to promptly notify STATE to determine if an amendment to this Agreement should be executed to reflect said changes.

5. To enter into a separate cooperative agreement or an amendment to this Agreement with STATE when funds other than FUNDS that are under the direct control of SANBAG are to be contributed towards PROJECT.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature, State Budget Act authority the allocation of funds by the California Transportation Commission (CTC), and the encumbrance of those FUNDS and MATCH FUNDS to PROJECT.

2. STATE's expenditure of FUNDS, under the sole control of SANBAG, and/or STATE controlled MATCH FUNDS is subject to the earlier programming and appropriation of FUNDS by SANBAG and MATCH FUNDS by STATE, and these acts will not be unreasonably delayed by either Party.

3. Any additional funding amount required to complete PROJECT, pursuant to this Agreement, will be borne by STATE.

4. Upon completion of all work under this Agreement, ownership and title to all materials, equipment and appurtenances installed will automatically be vested in STATE.

5. Neither SANBAG nor any officer or employee is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority or jurisdiction conferred upon STATE and arising under this Agreement. It is understood and agreed that STATE shall fully defend, indemnify and save harmless SANBAG and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation and other theories or assertions of liability occurring by reason of anything done or omitted to be done by STATE under this Agreement.

6. This Agreement shall terminate upon completion and acceptance of the construction contract for PROJECT by STATE or on November 1, 2011, whichever is earlier in time.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
WILL KEPMTON
Director

By: _____
MICHAEL A. PEROVICH
District Director

SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY

By: _____
DENNIS HANSBERGER
Board President

Attest: _____
VICKI WATSON
Board Secretary

APPROVED AS TO FORM AND
PROCEDURE:

By: _____
Attorney,
Department of Transportation

APPROVED AS TO FORM
PROCEDURE:

By: _____
JEAN-RENE BASLE
Counsel

CERTIFIED AS TO FUNDS:

By: _____
District Budget Manager

CERTIFIED AS TO FINANCIAL
TERMS AND POLICIES:

By: _____
Accounting Administrator

C07218

EXHIBIT "A"
PROJECT COST SUMMARY

TYPE OF FUNDS	STATE (SHOPP)	SANBAG (CMAQ)	TOTAL
Construction Engineering	$2,783,000	$0 (0%)	$2,783,000
Construction Capital	$5,520,000	$1,000,000	$6,520,000
R/W	$1,170,000	$0 (0%)	$1,170,000
TOTAL	**$9,473,000**	**$1,000,000**	**$10,473,000**

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San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

■ 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: April 18, 2007

Subject: San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 Short Range Transit Plan (SRTP)

Recommendation:* Adopt the San Bernardino County Passenger Rail Fiscal Year 2008 - 2012 SRTP.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided, their performance, any needs and deficiencies, and a proposed plan for operations and capital investments covering the next five to six years. The enclosed San Bernardino County Passenger Rail SRTP has been prepared by staff with the assistance of our professional services contractor, SCS Consulting.

Summary of the Passenger Rail Operating Plan

Overall the three Metrolink lines serving the San Bernardino Valley continue to perform very well. And while there is interest in expanding service on all three lines, the existing operating agreements with the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) will not allow for growth on the Inland Empire/Orange County or Riverside Lines. With the expectation that these operating agreements can be amended during the plan period, the SRTP does contain some funding for the expansion of service on these two lines in Fiscal Year 2011/2012.

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Primarily because of the public agency ownership of the railroad over which the San Bernardino Line operates, the SRTP does propose growth for this line. Initially, due to a shortage of equipment availability, increases in service are limited to the weekend and off-peak periods. The SRTP calls for implementing four (4) off-peak round trips (8 trains) during the weekday, four (4) round trips (8 trains) on Saturdays and five (5) round trips (10 trains) on Sundays. By Fiscal Year 2010/2011, there should be equipment available to add a peak hour round trip. The ability to actually implement the proposed service expansions on this line will also depend on the willingness of the Los Angeles County Transportation Authority (Metro) to participate in the operating and capital improvements subsidy.

The average weekday ridership for the baseline service on all three lines is expected to increase from 21,218 in Fiscal Year 2006/2007 to 26,669 by Fiscal Year 2011/2012 – reflecting a 25.7% increase. On the average weekday the San Bernardino Line is expected to carry 15,013 by Fiscal Year 2011/2012; an increase of 21.7% over Fiscal Year 2006/2007. The proposed expansion of weekday service on the San Bernardino Line is expected to increase the baseline average weekday ridership by 2,311 for a new total of 17,324. The IEOC Line is expected to carry an average of 6,692 passenger each weekday in Fiscal Year 2011/2012; an increase of 61%. The average weekday ridership for the Riverside Line is expected to be 4,964 by Fiscal Year 2011/2012; an increase of 5%.

The average Saturday ridership on the San Bernardino Line is expected to increase from 3,710 n Fiscal Year 2006/2007 to 5,404 (an increase of 45.7%) in Fiscal Year 2011/2012 with the proposed increase in trains. On Sundays the average ridership is expected to grow from 2,338 in Fiscal Year 2006/2007 to 4,243 (an increase of 81.5%) in Fiscal Year 2011/2012 with the proposed increase in trains.

The average Saturday ridership on the IEOC line is expected to increase from 930 in FY 2006/2007 to 1,027 (an increase of 10.4%) in Fiscal Year 2011/2012. On Sundays the average ridership is expected to increase from 580 in Fiscal Year 2006/2007 to 640 (an increase of 10.4%) in Fiscal Year 2011/2012.

Over the five-year period, the total operating subsidy for the existing Metrolink service (baseline) is expected to total $39.4 million. In addition to the Metrolink subsidy, SANBAG incurs other operating costs associated with the railroad property it owns. While this amount is expected to decrease as the extent of the trail development continues with the former Southern Pacific Baldwin Park Branch and the agency disposes of property no longer needed for railroad

purposes, there is an increase proposed for the first year of the plan. That increase is related to an agreement reached between SANBAG and the city of Montclair under which SANBAG will reimburse the city for the first two years of maintenance expenses associated with the pedestrian undercrossing and the provision of security at the Montclair Transit Center. These internal expenses are expected to total nearly $2.1 million over the five-year period.

As noted above, the SRTP does propose an increase in service on the San Bernardino Line as well as some modest funding for possible expansion of the IEOC and Riverside Lines. These additional services will add $5.8 million to the Metrolink operating subsidy, reflecting an increase of 14.8% over the five-year period. Combined with the baseline service and agency operating costs, the total subsidy required over the five-year period will total nearly $47.4 million. Valley Local Transportation Funds (LTF) will be used for the operating subsidy.

Table 1 provides a summary of the proposed Passenger Rail Operating Subsidy for the five-year period. This table also displays the proposed annual service increases. Table 2 provides a summary of the Passenger Rail Average Daily Ridership Growth for the five-year period. This table also displays the anticipated ridership growth for the proposed service increases.

Summary of Passenger Rail Capital Program

The passenger rail capital program is comprised of two components; 1) basic capital support for Metrolink and 2) new capital projects. Included in the basic capital support is funding necessary for the annual renovation and rehabilitation portion of the Metrolink budget; the agency's share of a new maintenance of way facility and communications improvements; the on-going contribution to the equipment replacement fund; and the final payment to OCTA for its advancement of funds for the mail dock and Keller Yard projects. Over the five-year period the basic capital support will total nearly $29.8 million.

The new capital projects portion of the plan includes additional funding for parking improvements at the Upland Metrolink Station; additional funding for the Rancho Cucamonga Metrolink Station pedestrian undercrossing, on-going funding for "sealed corridor" improvements to the San Bernardino Line; additional funding for the Metrolink Eastern Maintenance Facility; and for the first time, funding to advance the implementation of the Metro Gold Line extension to Montclair and new passenger rail service between San Bernardino and Redlands.

Absent from this component is funding for the construction of additional known track capacity projects on the San Bernardino and IEOC Lines that are necessary to significantly increase the volume of passenger trains. A reconsideration of funding for these projects must be accompanied by a willingness of other Metrolink member agencies to financially participate in those projects. Should that occur, staff would anticipate using future State Transportation Improvement Program (STIP) funds. Also absent from this component is funding that may be required for either BNSF or UP track capacity improvements as a result of new operating agreements.

It is important to note that because the Redlands Passenger Rail and Gold Line Extension projects both are expected to begin construction in Fiscal Year 2010/2011, debt financing will be necessary. And while it is expected that the Redlands project construction will be completed in FY2011/2012, the anticipated completion of construction for the Gold Line is not until 2014/2015. The SRTP identifies a borrowing of $49 million in Fiscal Year 2010/2011 with an annual debt service of $7.4 million over an eight-year period. The new capital projects portion of the plan is expected to total nearly $241.9 million.

Including the basic capital support, the proposed total capital investment over the next five years is $271.6 million (see Table 3). Traditional FTA funding (Sections 5307 - Fixed Guideway and 5309 – Rail Modernization) will total $46.1 million or about 17% of the total required. The SRTP anticipates the receipt of $91.3 million (34% of the total) in FTA New/Small Starts funding for the Redlands and Gold Line extensions. Revenues from the extension of Measure I, including bond proceeds, will total more that $63.5 million and will be used for the Redlands and Gold Line extension projects. State Transportation Improvement Program (STIP) funds made available through the Public Transportation Account (PTA) will total $19.6 million, or 7% of the total. The SRTP calls for slightly less than $11.9 in Congestion Mitigation Air Quality (CMAQ) funds apportioned to the South Coast Air Basin for the construction of additional parking at he Upland Station and to support the purchase of eight self-propelled passenger rail cars for the Redlands service. A total of $44 million is expected to be needed for the rail car procurement. Even with the above referenced sources of funding, a considerable amount of local funds will be needed. Nearly $16 million in State Transit Assistance Funds (STAF), $13 million in Local Transportation Funds (LTF), and $3 million in Rail Asset Account will be required.

Financial Impact: The work effort for the development of the San Bernardino County Passenger Rail Fiscal Year 2008 – 2012 SRTP is included in the current year budget task 35207000 – Commuter Rail General. The funding source is LTF – Planning. The operating and capital subsidy requirement for the first year of the SRTP is consistent with the proposed Fiscal Year 2007/2008 budget under Tasks 37708000 – Commuter Rail Operating Expense and 37908000 – Commuter Rail Capital Expense. The approval of the Fiscal Year 2008 – 2012 Passenger Rail SRTP will result in the authorization to program the proposed five-year operating and capital projects in the Regional Transportation Improvement Program (RTIP) and the approval of federal, state and local funds necessary for operating and capital projects contained in the first year of the plan.

Reviewed By: This item was reviewed by the Commuter Rail Committee on March 22, 2007 and unanimously recommended for approval. This item will also be reviewed by the Plans and Programs Committee on April 18, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

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TRANSPORTATION MEASURE I

■ 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: 7

Date: April 18, 2007

Subject: Profile of Transit Riders in San Bernardino County.

Recommendation:* Receive the Profile of Transit Riders in San Bernardino County Final Report

Background: As part of the development of a Long Range Transit Plan (LRTP) for San Bernardino County the consultant, Parsons Transportation Group, is to prepare a summary of transit riders in the County. Originally, it was anticipated that only the four rural transit agencies would need to be surveyed because other rider survey information would be made available from the other three operators. Therefore rider surveys were conducted for the transit services administered by the cities of Barstow and Needles, the Morongo Basin Transit Authority (MBTA), and the Mountain Area Regional Transit Authority (MARTA). A survey of riders using the Victor Valley Transit Authority (VVTA) service was conducted as part of the Growth and Operations Analysis that has just been recently completed. Metrolink also conducts periodic surveys of its weekday and weekend riders. The survey information from these two operators has been included in the report. A separate survey needed to be conducted for Omnitrans and the information obtained in that survey assisted in the validation of the mode-split model used for both the "E" Street bus rapid transit and Redlands Passenger Rail studies.

A copy of the final report is included with this agenda item. A representative from Parsons Transportation Group will provide a presentation to the Plans and Programs Committee.

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Whenever possible the county-wide data is presented in two formats: unweighted and weighted. The unweighted data summarizes the results in a format that treats all survey respondents equally. The weighted data summarizes the results in a format that weights each response in proportion to the total daily ridership on each transit system.

Weekday Transit Rider Profile

County-wide 51% of the weekday riders are female. Four of the seven systems have a higher percentage of female riders; Metrolink at 53%, VVTA at 55%, Barstow at 60% and Needles at 64%.

The median age of all riders is approximately 35 years. Fifteen percent of the riders are under 20 years of age. Omnitrans, VVTA, MARTA, and MBTA carry a large percentage of young riders. Metrolink and Needles carry the lowest percentage of young riders. And only 6% of the riders are over 60 years old. Not surprisingly, many of the smaller systems (MARTA, MBTA, Barstow and Needles) carry a higher percentage of elderly individuals.

Hispanics represent 39% of all riders, with Omnitrans carrying the highest percentage (43%) followed by Metrolink at 29%, VVTA at 27% and Barstow at 21%.

Almost half of the riders are from households with incomes of less than $20,000. For the Barstow and Needles systems, the percent of riders for household with incomes less than $20,000 were 86% and 85% respectively. Whereas, the median income for Metrolink riders is over $60,000.

Seventy-eight (78%) of the riders did not have an auto available for the trip they were making. Seventy-five percent (75%) of the Metrolink riders did have an auto available.

Only 36% of the riders possess a driver's license and more than 70% of those without a license live in household where someone else does have a license.

Sixty percent (60%) of the rider use transit at least five days a week; with Metrolink and Omnitrans having the highest percentages at 67% and 62% respectively. Almost half of the riders have been riding for more than two years.

The most common trip purpose was for work (46%), followed by school (14%). Work trips were highest for Metrolink (87%), Omnitrans (41%), and VVTA (40%). Both VVTA and Omnitrans have a higher percentage of school trips being made at 21% and 16% respectively.

Two-thirds of the riders walked to arrive at their transit stop and to reach their final destination. Nearly 70% of the Metrolink riders drove to the origin station and 51% transferred to another transit system to reach their destination.

Eighty-eight percent (88%) of the riders are satisfied with the overall transit service. Omnitrans and Needles received over 90% approval rating. VVTA received the highest unfavorable response (21%).

Service aspects receiving the highest level of satisfaction include: safety, both at the bus stops and on vehicles; driver and conductor courtesy; and ease of getting schedule information and understanding schedule information. Service aspects receiving lower ratings of satisfaction include: weekend services and amenities at bus stops.

Weekend Metrolink Rider Profile

Metrolink was the only transit system that had information on weekend riders. The gender of weekend riders is more equally divided (50% male and female on Saturdays and 51% male on Sundays). The weekday ridership is 53% female.

Less than 5% of the weekday riders are under 20 years of age, whereas 16% of the weekend riders are under 20 years. There is also a larger percentage of seniors riding on the weekends.

Hispanic riders comprise about 29% of the weekday ridership and about 45% of the weekend ridership.

Whereas 11% of the weekday riders are from households with incomes of less than $20,000, 41% of the weekend riders are from households with incomes below $20,000.

Three quarters of the weekday ridership have an auto available for their trip making and only 41% of the weekend riders do.

Weekend riders use Metrolink less frequently (32% at least once per week) and the median duration is between one and two years.

The primary trip purpose for weekend riders is to visit family and friends (52%). Copies of the profile will be given to each of the transit operators so that they can use the information relative to their respective systems in developing marketing programs and in addressing improvements to the system attributes.

Financial Impact: The work performed to prepare the profile of transit riders completes one of the tasks contained in the scope of work for the LRTP. The LRTP is being developed under Task 30907000 and the funding source is LTF – Planning.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on April 18, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

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San Bernardino Associated Governments
Profile of Transit Riders in San Bernardino County

Final Report
March, 2007

Submitted to:

SANBAG
1170 West 3rd Street, 2nd Floor
San Bernardino, California 92410

Submitted by:

Parsons Transportation Group

Parsons

Table of Contents

Chapter 1 – Overview **1**
Chapter 2 – Mid-week Transit Riders **5**
2.1 Profile of Riders 5
2.2 Frequency and Duration of Usage 13
2.3 Trip Characteristics 15
2.4 Customer Satisfaction 18
Chapter 3 – Mid-week and Weekend Metrolink Riders **22**
3.1 Profile of Riders 22
3.2 Frequency and Duration of Usage 25
3.3 Trip Characteristics 26

Appendixes

Appendix A – Metrolink 2004 Rider Survey
Appendix B – Metrolink 2005 Weekend Survey
Appendix C – SANBAG 2005 On-Board Rider Survey (Barstow, MARTA, MBTA, and Needles Transit Systems)
Appendix D – Omnitrans 2006 Fixed Route Rider Survey
Appendix E – Victor Valley Transit Customer Survey (2006)

Chapter 1 – Overview

Study Area Demographics and Transit Service Providers

San Bernardino County has the largest land area of any county in the contiguous 48 states. The population of the county has grown by more than 40 percent since 1990 and has recently surpassed 2 million residents. According to the Southern California Association of Governments, 2007/2008 Regional Transportation plan, the population of the county is expected to continue growing for the next 30 years and is expected to reach 3 million residents by the year 2035. This increase in population, coupled with increases in employment and the creation of new job centers, will dramatically affect the County's transportation systems. In response to these changes, local transit systems will need to expand and enhance their transit services to provide essential mobility for transit dependent populations and to relieve traffic congestion.

Currently, there are six local transit service providers and one regional rail network operating in San Bernardino County. The transit routes that these service providers operate cover less than ten percent of the land area of the county, but they provide transit services to more than 90 percent of the population of the county.

The San Bernardino Valley comprises 15 cities, plus unincorporated areas, in the southwest corner of San Bernardino County. While the land in the San Bernardino Valley covers less than 2.5 percent of the county, it houses more than 70 percent of the county's population, and these residents account for more than 90 percent of the current transit ridership in the county. Local transit service in the San Bernardino Valley is provided by Omnitrans on a system that comprises thirty fixed-route bus routes. The Southern California Regional Rail Authority (SCRRA) operates Metrolink commuter trains in the five-county SCAG region, including three lines that serve the San Bernardino Valley.

The Victor Valley Transit Authority (VVTA) serves the Victor Valley communities of Adelanto, Apple Valley, Hesperia and Victorville. The communities in this service area comprise 12 percent of the county's population, but these residents account for only 3 percent of the transit riders in the county. The Victor Valley area is growing more rapidly than anywhere else in the county, with the population expected to double in the next 25 years.

Four transit operators provide local transit services for outlying communities in the county. The Mountain Area Regional Transit Authority (MARTA) serves the mountain communities of Crestline, Lake Arrowhead and Big Bear Valley. Barstow Area Transit is operated in the City of Barstow and surrounding county area, through a contract with MV Transportation, Inc. The Morongo Basin Transit Authority (MBTA) provides transit services to the communities of Yucca Valley, Twentynine Palms, Joshua Tree

In 2005, Strategic Consulting and Research (SCR) conducted another independent survey of weekend Metrolink passengers for the SCRRA. In this survey, 2,439 passengers on Metrolink routes (San Bernardino line on Saturdays and Sundays, Antelope Valley line on Saturdays) were asked questions about trip-making, demographic characteristics, and customer satisfaction. This document will be limited to the responses collected from 1,586 Metrolink riders who either rode on the San Bernardino line or live in San Bernardino County. A copy of the survey instrument can be seen in **Appendix B**. The complete results of this survey can be found in *Metrolink Weekend Onboard Survey 2005 – Final Report*.

In April, 2005, AMPG surveyed fixed route and demand-response riders from the Barstow, MARTA, MBTA, and Needles transit systems. The survey addressed the following key issues:

- Demographic data, including availability of a car, income, presence of disabilities, etc.; and,
- How long riders have been using the service;
- How often they use transit in a given week;
- Trip characteristics (trip purpose and access modes);
- Satisfaction with various service features including on-time arrival and departure, cleanliness, frequency of fixed route buses, etc.

A copy of the survey instrument used for all four of these surveys can be seen in **Appendix C**. The complete results of these surveys can be found in San Bernardino Association of Governments Transit Rider Survey Final Report (August 30, 2005).

In March and April, 2006, AMPG surveyed fixed route and demand-response riders from the Omnitrans system. This survey addressed the same demographic issues as the surveys of the other transit providers, but the survey of fixed route riders on Omnitrans was geared towards collection of origin-destination data, instead of the attitudinal data collected in the surveys of the smaller systems. A copy of the survey instrument used for this survey can be seen in **Appendix D**. The complete results of these surveys can be found in On-Board User Intercept Survey of Omnitrans Riders - Final Report (August 31, 2006).

In April, 2006, the Victor Valley Transit Authority (VVTA) hired Urbitran to conduct an independent survey of its passengers. In this survey of 772 VVTA riders, they addressed many of the same ridership issues addressed in the AMPG surveys. At the same time, VVTA collected ridecheck data that they used to create route profiles for the 12 routes operating in their transit system. A copy of the survey instrument used for this survey can be seen in **Appendix E**. No independent documentation of the results of the VVTA survey had been published as of the publication date of this document. The methodologies used to collect and analyze the data can be found in the other reports referenced in this document.

The remainder of the report presents survey findings for the seven transit services operating in San Bernardino County. Results are presented by transit operator and for the County as a whole. Chapter 2 presents analysis and comparison of survey results

of mid-week transit riders on all transit services operated in the county. Chapter 3 presents analysis and comparison of survey results for San Bernardino County-based Metrolink riders who use the service either during the week or on weekends.

Whenever possible, the countywide data is presented in two formats: unweighted and weighted. The unweighted countywide data summarizes the results in a format that treats all survey respondents equally. The weighted data summarizes the results in a format that weights each response in proportion to the total ridership on each transit system. That proportion is estimated as the ratio of the number of surveys completed divided by the number of daily riders on each transit system. The weighted responses are often very similar to the Omnitrans responses, which is to be expected since Omnitrans accounts for approximately 80 percent of the transit ridership in the county.

Chapter 2 – Mid-week Transit Riders

This chapter presents analysis and comparison of survey results of mid-week transit riders on the seven transit services operated in San Bernardino County. Section 2.1 presents demographic profiles of the transit riders. Section 2.2 presents data regarding the frequency and duration of use of the transit services. Section 2.3 presents trip characteristics, including trip purposes and access modes. Section 2.4 presents customer satisfaction ratings.

2.1 Profile of Riders

This section presents demographic profiles of transit riders in San Bernardino County. The demographic characteristics include: gender; age; ethnicity; household income; auto availability; possession of driver's license; household size; and disabilities of customers.

Gender

The genders of transit riders in San Bernardino County are summarized in Table 1. Male and female riders are represented evenly on a county-wide basis. Two service providers serve more males than females (MARTA and MBTA) and four providers serve more females than males (Metrolink, VVTA, Barstow and Needles).

Table 1: Gender of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
(Sample Size)	3,915	2,570	728	263	268	212	77	8,033	
Male	50%	47%	45%	53%	59%	40%	36%	49%	49%
Female	50%	53%	55%	47%	41%	60%	64%	51%	51%

Age

The ages of transit riders in San Bernardino County are summarized in Table 2. Almost two-thirds of all transit riders in San Bernardino County are between 20 and 49 years of age.

The median age for all transit riders is approximately 35 years of age. The riders of all service providers have median ages between 30 and 39 years of age except Metrolink and Needles, which have median ages between 40 and 49 years of age.

Fifteen percent of all riders in the county are less than 20 years of age. VVTA and MARTA have the highest shares of young riders, with over 20 percent on each of those systems. Metrolink and Needles each have fewer than five percent shares of young riders.

Six percent of all riders in the county are over 60 years of age. The shares of elderly riders are directly related to the urban nature of the service areas. The rapidly growing suburban areas of San Bernardino Valley and Victor Valley have relatively low shares of elderly riders. The more secluded rural areas have increasingly high shares of elderly riders, peaking at 26 percent in Needles.

Table 2: Age of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
(Sample Size)	3,789	2,457	698	255	257	195	65	7,716	
12 to 15	2%	0%	8%	8%	2%	2%	0%	2%	2%
16 to 19	15%	3%	17%	13%	16%	11%	3%	11%	13%
20 to 29	28%	15%	23%	22%	27%	21%	23%	23%	26%
30 to 39	20%	22%	16%	19%	16%	21%	17%	20%	20%
40 to 49	18%	30%	18%	21%	16%	21%	20%	22%	19%
50 to 59	12%	23%	11%	8%	12%	10%	11%	15%	13%
60 or older	5%	7%	6%	10%	11%	14%	26%	7%	6%

Ethnicity

The ethnicity of transit riders in San Bernardino County are summarized in Table 3.

Hispanics represent a plurality of transit riders in San Bernardino County, with 39 percent of total riders. However, Omnitrans is the only service provider that has more Hispanic riders than any other ethnic group.

African-Americans represent the second highest share of transit riders in the county, with 27 percent of the countywide transit ridership.

Caucasians, who account for only one-quarter of the total transit riders in the county, represent either a plurality or a clear majority of riders on each of the other transit operators (besides Omnitrans).

Other/Multiple race riders account for five percent of countywide ridership, with shares of greater than ten percent observed on MARTA, Barstow, and Needles buses.

Asian/Pacific Islanders account for only three percent of total ridership. The only system that carries a significant share of Asian/Pacific Islanders is Metrolink, with a 12 percent share.

Table 3: Ethnicity of Transit Riders

	Service Provider							County Total	
	Omnitrans *	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
(Sample Size)	397	2,489	713	263	263	212	72	4,409	
African American	29%	24%	26%	5%	14%	26%	3%	23%	27%
Asian/Pacific Islander	2%	12%	3%	2%	4%	1%	0%	8%	3%
Caucasian	22%	32%	37%	61%	62%	39%	54%	36%	25%
Hispanic	43%	29%	27%	19%	14%	21%	17%	28%	39%
Other/Multiple	5%	3%	7%	13%	7%	13%	26%	5%	5%

* Omnitrans data for this question based on 2003 Survey (other socioeconomic questions based on data collected in 2006 survey).

Household Income

The household incomes of transit riders in San Bernardino County are summarized in Table 4.

Almost half of all transit riders in San Bernardino County have household incomes of less than $20,000 per year. All service providers except Metrolink have median incomes of less than $20,000. Metrolink riders have a median income of over $60,000.

Table 4: Household Incomes of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA *	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
(Sample Size)	3,303	2,332	611	242	230	183	65	6,966	
Less than $20,000	53%	11%	58%	54%	65%	86%	85%	41%	49%
$20,000 to $29,999	18%	8%	22%	14%	17%	4%	6%	14%	17%
$30,000 to $39,999	9%	9%	4%	10%	5%	4%	2%	8%	9%
$40,000 to $49,999	6%	8%	7%	5%	2%	2%	3%	7%	6%
$50,000 to $59,999	4%	10%	3%	10%	4%	2%	0%	6%	5%
$60,000 to $74,999	3%	14%	3%	1%	3%	0%	2%	7%	4%
$75,000 to $99,999	2%	17%	1%	4%	1%	0%	2%	7%	4%
$100,000 to $149,999	1%	16%	1%	2%	1%	1%	2%	6%	3%
$150,000 to $199,999	1%	4%	0%	1%	0%	1%	0%	2%	1%
$200,000 or more	1%	3%	0%	1%	1%	1%	0%	1%	1%

* VVTA shares for income groups above $50,000 are estimated because VVTA survey used different income groups than other surveys.

Auto Availability

The auto availability of transit riders in San Bernardino County are summarized in Table 5. Transit riders who have an auto available for their trips are assumed to be "choice riders". Transit riders who do not have an auto available for their trips are assumed to be "captive riders".

Overall, only 22 percent of the transit riders had an auto available in their household for their transit trip. Three-quarters of Metrolink riders had an auto available for their trip. Metrolink is the only service provider with more than a 22 percent share of choice riders.

Barstow and Needles had the highest shares of captive riders, both of which had more than 90 percent of their riders claiming that they did not have an auto available to make their trip.

Table 5: Did Transit Riders Have an Auto Available for their Trip?

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
(Sample Size)	3,906	2,531	731	270	272	217	79	8,006	
Yes	15%	75%	22%	16%	17%	6%	8%	34%	22%
No	85%	25%	78%	84%	83%	94%	92%	66%	78%

Driver's Licenses

Another measure used to differentiate between choice riders and captive riders is the possession of a driver's license. The possession of driver's licenses by transit riders and their household are summarized in Table 6. The survey of Metrolink riders did not include questions regarding the possession of driver's licenses.

Table 6 shows that only 36 percent of the transit riders in San Bernardino County possessed driver's licenses. MBTA is the only operator with more than half of the riders reporting that they possessed a driver's license. This table also shows that approximately 70 percent of the transit riders who do not have driver's licenses live in households where someone else does own a driver's license.

Table 6: Did Transit Riders (or Someone Else in their Household) Have a Driver's License?

	Service Provider							County Total	
	Omnitrans	Metrolink *	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	800	730	620	180		53,620
Driver's License Possessed by Rider									
(Sample Size)	3,781	N/A	717	271	273	221	79	5,342	
Yes	36%	N/A	39%	42%	51%	36%	35%	37%	36%
No	64%	N/A	61%	58%	49%	64%	65%		64%
Driver's License Possessed by Someone Else in Household									
(Sample Size)	1,982	N/A	457	147	125	134	48	2,893	
Yes	73%	N/A	69%	65%	54%	43%	46%	69%	72%
No	27%	N/A	31%	35%	46%	57%	54%	31%	28%

* The Metrolink survey did not ask riders about the possession of driver's licenses.

Household Size

Five of the seven surveys asked riders about the number of persons living in their household. The average household sizes for these five service providers are summarized in Table 7. The surveys of Metrolink and VVTA riders did not include questions regarding household size.

The data in Table 7 shows that the average household size for transit riders in San Bernardino County is approximately four persons per household. The MARTA and Needles services reported the smallest average household sizes in the county.

Table 7: Average Household Size of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		45,327
(Sample Size)	3,838	N/A	N/A	254	250	191	64	4,597	
Mean	4.1	N/A	N/A	3.1	3.5	3.7	3.1	4.0	4.1
Median	4	N/A	N/A	3	3	3	3	4	4

* The Metrolink and VVTA surveys did not ask riders about the size of their households.

Disability

Six of the seven surveys asked riders about permanent disabilities. The disabilities of transit riders for these five service providers are summarized in Table 8. The survey of Metrolink riders did not include questions about disabilities.

The data in Table 8 shows that approximately one-sixth of all transit riders in San Bernardino County have permanent disabilities. Omnitrans carries the smallest proportion of disabled passengers (15 percent), and Needles and Barstow carry the largest shares (37 and 30 percent, respectively).

Table 8 also shows what types of disabilities were reported by transit riders. Riders were allowed to claim more than one disability. The most commonly stated disability for all service providers was mobility-related disability.

Table 8: Disabilities of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink *	VVTA **	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		45,327
(Sample Size)	3,831	N/A	656	266	267	214	75	5,309	
Do You Have a Permanent Disability?									
Yes	15%	N/A	22%	19%	22%	30%	37%	17%	16%
No	85%	N/A	78%	81%	78%	70%	63%	83%	84%
What Type of Disability?									
Daily Riders	6,450	N/A	399	151	161	186	67		7,015
(Sample Size)	465	N/A	182	48	57	60	23	835	
Mobility	47%	N/A	51%	63%	60%	50%	61%	50%	51%
Hearing	16%	N/A	18%	17%	12%	7%	13%	15%	17%
Sight	11%	N/A	10%	19%	16%	20%	13%	12%	12%
Other	45%	N/A	21%	27%	35%	37%	30%	37%	45%

* The Metrolink survey did not ask riders about their disabilities.

2.2 Frequency and Duration of Usage

Frequency of Usage

Transit riders were asked how often they used the transit services. Table 9 shows that more than sixty percent of transit riders in San Bernardino County use transit at least five days per week. The services that have the greatest percentages of "regular" passengers (those who use the service at least five days per week) are Metrolink and Omnitrans, with 67 percent and 62 percent, respectively. The services that have the highest percentages of "occasional" riders (those who use the service twice per week or less) are MARTA and MBTA, both of which have more than one-third of their ridership in that category.

Table 9: Frequency of Usage of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink *	VVTA *	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		53,617
(Sample Size)	4,055	2,383	693	271	267	221	78	7,968	
5-7 days per week	62%	67%	59%	34%	35%	42%	24%	61%	62%
3-4 days per week	15%	18%	26%	32%	28%	32%	55%	19%	17%
1-2 days per week	16%	11%	10%	17%	19%	16%	12%	14%	15%
less than 1 day per week	6%	4%	5%	17%	19%	10%	9%	6%	6%

* The Metrolink and VVTA surveys used different response categories, so some responses are interpolated.

Duration of Usage

Transit riders were asked how long they have been using the transit services. Table 10 shows that almost half of transit riders in San Bernardino County have used transit for at least two years. The services that have the greatest percentages of "long-time" passengers (those who use the service for at least two years) are Metrolink and Needles, with 53 percent and 51 percent, respectively. The services that have the highest percentages of "new " riders (those who have used the service for less than six months) are MBTA and Barstow, with 31 percent and 29 percent, respectively.

Table 10: Duration of Usage of Transit Riders

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		53,617
(Sample Size)	3,962	2,614	751	272	271	223	78	8,171	
More than 2 Years	49%	53%	46%	46%	38%	41%	51%	49%	49%
1-2 Years	21%	15%	17%	22%	21%	20%	23%	19%	20%
6-12 Months	13%	13%	11%	10%	10%	10%	14%	13%	13%
Less than 6 Months	17%	19%	26%	22%	31%	29%	12%	19%	18%

2.3 Trip Characteristics

Trip Purpose

Transit riders were asked to give the primary purpose of their transit trip. Table 11 shows that the most common trip purpose for transit riders in San Bernardino County is for work or work-related trips, with 46 percent of the total ridership. However, the seven services varied widely in the percentage of work trips on their services, from 8 percent on Needles to 87 percent on Metrolink.

The second most common trip purpose was for school trips, with 14 percent of the total transit trips in the county. The percentage of riders making school trips also varied widely, from greater than twenty percent of riders on VVTA, to less than five percent of riders on Metrolink, Barstow and Needles.

Shopping trips were the most common trip purposes for Needles (58 percent) and Barstow (38 percent) transit riders.

Table 11: Primary Trip Purpose

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		53,617
(Sample Size)	4,569	2,574	757	235	212	144	53	8,544	
Work/Work Related	41%	87%	40%	34%	27%	25%	8%	54%	46%
Shopping	11%	0%	12%	14%	21%	38%	58%	9%	10%
Medical/Personal	7%	2%	18%	22%	22%	27%	23%	8%	8%
Recreation/Social	12%	5%	2%	12%	13%	1%	6%	9%	11%
School	16%	4%	21%	11%	10%	3%	2%	12%	14%
Other	13%	1%	8%	7%	8%	6%	4%	8%	11%

Access Modes

Transit riders on three of the service providers were asked how they got from their origin site to their transit stop. The surveys of the smaller bus services (MARTA, MBTA, Barstow and Needles) did not include questions relating to access modes.

Table 12 shows that walking was the most common access mode for transit riders in San Bernardino County, with 66 percent of the total ridership. Other common modes of access are transferring from other transit vehicles (15 percent), driving (10 percent) and getting a ride (6 percent).

The access modes for bus riders and Metrolink riders were completely different. Walking is a much more likely mode of access to transit for bus riders (approximately 70 percent) than for Metrolink riders (2 percent). Meanwhile, driving or getting a ride is a much more likely mode of access to transit for Metrolink riders (90 percent) than for bus riders (5-15 percent).

Table 12: Access Mode

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	N/A	N/A	N/A	N/A		51,290
(Sample Size)	4,569	2,432	743	N/A	N/A	N/A	N/A	7,744	
Walk	73%	2%	69%	N/A	N/A	N/A	N/A	51%	66%
Transfer	16%	6%	15%	N/A	N/A	N/A	N/A	13%	15%
Drive Auto	1%	69%	7%	N/A	N/A	N/A	N/A	23%	10%
Auto Passenger	4%	21%	7%	N/A	N/A	N/A	N/A	10%	6%
Bicycle	2%	1%	3%	N/A	N/A	N/A	N/A	2%	2%
Other	1%	0%	0%	N/A	N/A	N/A	N/A	1%	1%

Egress Modes

Transit riders on three of the service providers were asked how they got from their transit stop to their final destination. The surveys of the smaller bus services (MARTA, MBTA, Barstow and Needles) did not include questions relating to egress modes.

Table 13 shows that walking was the most common egress mode for transit riders in San Bernardino County, with 67 percent of the total ridership. Other common modes of egress are transferring to other transit vehicles (23 percent), and getting a ride (5 percent).

The egress modes for bus riders and Metrolink riders were completely different. Walking is a much more likely mode of egress to transit for bus riders (approximately 70 percent) than for Metrolink riders (10 percent). Metrolink riders are much more likely to transfer to another transit route (51 percent vs. 17 percent for Omnitrans riders and 27 percent for VVTA riders). Driving or getting a ride is also a much more likely mode of egress from transit for Metrolink riders (37 percent) than for bus riders (3-6 percent).

Table 13: Egress Mode

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	N/A	N/A	N/A	N/A		51,290
(Sample Size)	4,569	1,945	723	N/A	N/A	N/A	N/A	7,237	
Walk	72%	10%	65%	N/A	N/A	N/A	N/A	56%	67%
Transfer	17%	51%	27%	N/A	N/A	N/A	N/A	28%	23%
Drive Auto	0%	17%	2%	N/A	N/A	N/A	N/A	5%	2%
Auto Passenger	3%	20%	4%	N/A	N/A	N/A	N/A	8%	5%
Bicycle	2%	2%	3%	N/A	N/A	N/A	N/A	2%	2%
Other	1%	1%	0%	N/A	N/A	N/A	N/A	1%	1%

2.4 Customer Satisfaction

All seven of the service providers in San Bernardino County have recently been surveyed to determine the level of customer satisfaction with various aspects of the transit service. Customers were asked to give a subjective rating of their satisfaction with the transit service that they were using. They were asked to give their opinion of the overall service along with their opinion of several distinct aspects of the transit service. Customers for the six bus services were asked to express their opinions with a rating from 1 (poor) to 7 (excellent). Metrolink customers were asked to rate the services with a different scale, using a rating from 1 (very dissatisfied) to 5 (very satisfied). For the sake of consistency in this report, we have interpolated the results of the Metrolink survey of customer satisfaction to be comparable to the bus surveys.

Along with an assessment of their level of satisfaction, customers were also asked to rate the level of importance of each aspect of the transit service, using a similar rating scale from 1 (not very important) to 7 (very important).

Overall Service

Table 14 displays the results of the subjective question of customer satisfaction with the overall transit service. This data shows that the vast majority of transit riders are at least somewhat satisfied with the transit services. Omnitrans and Needles attained the highest levels of customer satisfaction, as both of those services received favorable ratings from at least 90 percent of their customers. VVTA received the lowest satisfactions ratings, with only 65 percent favorable ratings.

Conversely, VVTA received the highest percentage of unfavorable responses, with 21 percent of VVTA riders expressing some level of dissatisfaction with their transit service. Metrolink was the only other service to receive unfavorable satisfaction ratings from more than ten percent of their riders.

Table 14: Overall Satisfaction of Transit Riders with Service

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Daily Riders	43,000	6,500	1,790	796	730	620	181		53,617
(Sample Size)	408	2,524	672	255	256	203	73	4,391	
7 – Excellent	42%	26%	23%	30%	35%	32%	63%	28%	39%
6 – Very Good	28%	27%	15%	28%	30%	26%	18%	25%	28%
5 – Good	20%	27%	27%	22%	20%	22%	12%	25%	21%
4 – Fair	4%	8%	15%	10%	10%	12%	3%	9%	5%
3 – Somewhat Poor	3%	2%	10%	6%	3%	4%	3%	4%	3%
2 – Poor	0%	2%	4%	2%	2%	1%	0%	2%	0%
1 – Very Poor	2%	8%	6%	1%	0%	3%	1%	6%	3%
Summary									
Satisfied (5-7)	90%	80%	65%	80%	85%	80%	93%	79%	88%
Dissatisfied (1-3)	5%	12%	21%	9%	5%	8%	4%	12%	7%
Average Rating	5.95	5.27	4.88	5.57	5.78	5.55	6.31	5.35	5.82

Satisfaction Levels with Different Aspects of Service

Table 15 displays the average customer ratings for various aspects of transit service for the seven service providers. These ratings are based on a scale from 1 (Poor) to 7 (Excellent). The service categories that received below average ratings derive from dissatisfaction with weekend bus services and amenities at bus stops (benches, shelters and lighting). The service categories that received the highest ratings from passengers (indicating high levels of satisfaction) include: safety, both at bus stops and on vehicles; driver and conductor courtesy; and ease of getting schedule information and understandable schedules.

Table 15: Average Satisfaction Level of Transit Riders with Various Aspects of Service – Based on a Scale from 1 (Poor) to 7 (Excellent)

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Service Frequency	5.7	5.0	4.4	5.2	5.4	5.5	6.4	5.1	5.6
Service Hours	5.7	N/A	4.0	4.7	5.3	5.4	6.1	5.0	5.6
Weekend Service	N/A	N/A	4.1	4.9	4.0	5.2	4.8	4.4	4.4
Weekend Service Hours	4.7	N/A	4.4	4.6	4.1	5.3	4.8	4.6	4.7
Travel Time	5.6	5.4	4.7	5.4	5.4	5.4	6.1	5.3	5.5
Ease of Transfers	6.0	5.4	5.1	5.6	6.0	5.6	6.2	5.5	5.9
Coverage (Destinations)	6.0	N/A	5.4	5.7	5.9	5.7	6.2	5.7	6.0
Safety at Stops/Stations	5.7	5.5	5.3	5.9	6.2	5.9	6.4	5.6	5.7
Safety on Vehicles	6.2	5.8	4.6	6.1	6.3	6.0	6.5	5.8	6.1
On-time Performance	5.6	5.7	5.2	5.3	5.9	5.5	6.3	5.6	5.6
Understandable Schedules	6.0	N/A	5.3	6.0	6.0	5.7	6.4	5.8	6.0
Getting Information	6.3	5.4	5.5	6.0	6.2	5.8	6.2	5.6	6.2
Driver/Conductor Courtesy	6.0	5.9	5.1	6.2	6.3	5.9	6.1	5.8	6.0
Cleanliness of Vehicles	6.1	5.8	4.3	6.0	6.4	5.8	6.3	5.7	6.0
Benches/Shelters	5.1	N/A	4.3	4.3	5.5	5.2	6.2	4.9	5.1
Lighting at Stops	N/A	N/A	4.7	4.4	5.6	5.2	6.0	5.0	4.9
Cleanliness of Stops	5.5	N/A	N/A	5.1	5.8	5.4	6.2	5.5	5.5

Importance of Different Aspects of Service

Table 16 displays the average customer ratings expressing the level of importance of various aspects of transit service for the seven service providers. These ratings are based on a scale from 1 (Not Important) to 7 (Very Important). While all service categories received ratings that indicate that they are all important to the customers, the service categories that most frequently received the highest ratings include: safety on vehicles; on-time performance; service frequency; and having routes go where they want to go. The service categories that received the lowest ratings for importance are associated with weekend bus services and amenities at bus stops (benches, shelters, lighting, and cleanliness). It is interesting to note that the categories that received the lowest ratings in terms of customer satisfaction (weekend service and bus stop amenities) also received the lowest ratings in terms of importance.

Table 16: Average Importance Level for Transit Riders of Various Aspects of Service – Based on a Scale from 1 (Not Important) to 7 (Very Important)

	Service Provider							County Total	
	Omnitrans	Metrolink	VVTA	MARTA	MBTA	Barstow	Needles	Unweighted	Weighted
Service Frequency	6.6	6.5	6.0	6.5	6.4	6.3	6.6	6.4	6.6
Service Hours	6.5	N/A	5.9	6.3	6.4	6.1	6.5	6.2	6.5
Weekend Service	N/A	N/A	5.9	6.3	6.1	6.2	6.2	6.1	6.1
Weekend Service Hours	6.2	N/A	6.1	6.3	6.1	6.1	6.2	6.2	6.2
Travel Time	6.4	6.7	6.1	6.2	6.2	6.3	6.6	6.5	6.4
Ease of Transfers	6.5	5.4	6.3	6.2	6.3	6.2	6.6	5.8	6.4
Coverage (Destinations)	6.6	N/A	6.1	6.5	6.4	6.3	6.4	6.4	6.6
Safety at Stops/Stations	6.5	6.5	6.2	6.4	6.3	6.1	6.7	6.4	6.5
Safety on Vehicles	6.7	6.5	6.3	6.4	6.3	6.3	6.8	6.5	6.7
On-time Performance	6.6	6.5	6.0	6.5	6.5	6.3	6.6	6.5	6.6
Understandable Schedules	6.6	N/A	6.1	6.3	6.3	6.2	6.6	6.3	6.6
Getting Information	6.6	5.9	6.2	6.3	6.3	6.3	6.6	6.1	6.5
Driver/Conductor Courtesy	6.5	6.3	6.1	6.4	6.4	6.3	6.5	6.3	6.5
Cleanliness of Vehicles	6.5	6.4	6.0	6.3	6.3	6.3	6.6	6.4	6.5
Benches/Shelters	6.2	N/A	6.1	6.1	6.1	6.2	6.6	6.1	6.2
Lighting at Stops	N/A	N/A	5.9	5.9	6.2	6.2	6.3	6.0	6.0
Cleanliness of Stops	6.2	N/A	N/A	6.0	6.1	6.1	6.6	6.1	6.2

Chapter 3 – Mid-week and Weekend Metrolink Riders

This chapter presents analysis and comparison of survey results of San Bernardino County Metrolink who use the service during the week and on weekends. Section 3.1 presents demographic profiles of the Metrolink riders. Section 3.2 presents data regarding the frequency and duration of use of the Metrolink services. Section 3.3 presents trip characteristics, including trip purposes and access modes.

3.1 Profile of Riders

This section presents demographic profiles of San Bernardino County Metrolink riders. The demographic characteristics include: gender; age; ethnicity; household income; and auto availability.

Gender

The genders of San Bernardino County Metrolink customers are summarized in Table 17. Female riders comprise a slight majority of Metrolink weekday ridership. On weekends, male and female ridership is almost evenly split.

Table 17: Gender of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,570	697	766
Male	47%	50%	51%
Female	53%	50%	49%

Age

The ages of San Bernardino County Metrolink customers are summarized in Table 18. Weekday Metrolink riders are typically between the ages of 20 and 59 (90 percent of total ridership), as compared to 72-74 percent of weekend riders in this age range. The median age for weekday riders is approximately 43 years of age, as compared to approximately 35 years of age on both weekend days.

Less than five percent of mid-week riders are less than 20 years of age, as compared to more than fifteen percent of all riders on the weekends. Riders over the age of 60 also represent a higher share of the total ridership on weekends than on weekdays.

Table 18: Age of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,457	681	738
12 to 15	0%	3%	2%
16 to 19	3%	13%	14%
20 to 29	15%	24%	25%
30 to 39	22%	18%	17%
40 to 49	30%	19%	17%
50 to 59	23%	12%	13%
60 or older	7%	12%	10%

Ethnicity

The ethnic breakdown of San Bernardino County Metrolink customers is summarized in Table 19. The most common ethnic group found on Metrolink trains on weekdays is Caucasian, with 32 percent of total ridership. Meanwhile, on weekends Caucasians represent the third largest ethnic group, with 20 percent of the ridership. Hispanics, who represent 29 percent of mid-week ridership, account for approximately 45 percent of weekend ridership.

Table 19: Ethnicity of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,489	704	778
African American	24%	22%	24%
Asian/Pacific Islander	12%	8%	6%
Caucasian	32%	20%	20%
Hispanic	29%	44%	45%
Other/Multiple	3%	6%	6%

Household Income

The household income of San Bernardino County Metrolink customers is summarized in Table 20. Mid-week ridership on Metrolink is much wealthier than weekend ridership. The median household income of mid-week riders is greater than $60,000, as compared to a median income of less than $30,000 for weekend riders. Approximately 20 percent of weekend riders have household income of greater than $60,000.

Table 20: Household Income of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,332	603	647
Less than $20,000	11%	37%	45%
$20,000 to $29,999	8%	17%	13%
$30,000 to $39,999	9%	13%	11%
$40,000 to $49,999	8%	7%	5%
$50,000 to $59,999	10%	7%	6%
$60,000 to $74,999	14%	7%	8%
$75,000 to $99,999	17%	5%	4%
$100,000 to $149,999	16%	4%	5%
$150,000 to $199,999	4%	1%	1%
$200,000 or more	3%	2%	3%

Auto Availability

The auto availability of San Bernardino County Metrolink customers is summarized in Table 21. Mid-week ridership on Metrolink is much more likely to have an automobile available for their trip-making than weekend ridership. Three quarters of mid-week riders have an auto available, as compared to 45 percent of Saturday riders and less than 40 percent of Sunday riders.

Table 21: Auto Availability of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,531	729	821
Yes	75%	45%	38%
No	25%	55%	62%

3.2 Frequency and Duration of Usage

Frequency of Usage

Metrolink riders were asked how often they have been using Metrolink services. Table 22 shows that more than 95 percent of mid-week Metrolink riders in San Bernardino County use Metrolink at least once per week, as compared to less than one-third of weekend riders.

Table 22: Frequency of Usage of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,383	726	817
At least Once per Week	96%	30%	33%
At least Once per Month	3%	26%	27%
Less than Once per Month	2%	22%	18%
Less than Once per Year	N/A	13%	13%
Don't Know	N/A	10%	9%

Duration of Usage

Metrolink riders were asked how long they have been using Metrolink services. Table 23 shows that weekend Metrolink riders are much more likely to be using the train for the first time (15 percent) than mid-week riders (4 percent). The median duration of service usage for mid-week riders is slightly more than two years, as compared to between one and two years for weekend riders.

Table 23: Duration of Usage of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,457	741	838
First Time	4%	15%	16%
Less than 6 Months	15%	17%	18%
6 to 12 Months	13%	12%	12%
1 to 2 Years	15%	15%	13%
2 to 4 Years	21%	17%	17%
4 to 6 Years	12%	11%	11%
More than 6 Years	19%	13%	13%

3.3 Trip Characteristics

Trip Purpose

Metrolink riders were asked to give the primary purpose of their transit trip. Table 24 shows that the most common trip purpose for mid-week Metrolink riders in San Bernardino County is for work-related trips, with 83 percent of the total ridership, as compared to approximately 15 percent on weekends. Visiting friends and family is by far the most common trip purpose for weekend Metrolink riders, with 49 percent of Saturday ridership and 56 percent of Sunday ridership.

Table 24: Primary Trip Purpose of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,574	708	795
Work	83%	16%	14%
School	4%	3%	2%
Visit Friends/Family	N/A	49%	56%
Home	3%	3%	5%
Shopping	0%	6%	3%
Business Appointment	1%	3%	2%
Event	N/A	4%	4%
Medical/Personal	2%	1%	0%
Sight-seeing	1%	8%	7%
Other	5%	5%	7%

* The mid-week and weekend surveys used different response categories.

Access Modes

Metrolink riders were asked how they got from their origin site to their transit stop. Table 25 shows that 90 percent of mid-week Metrolink riders use a private car to either drive or ride to their Metrolink train. By contrast, approximately 55 percent of weekend Metrolink riders use a private car to access Metrolink. More than one-third of weekend riders use another transit line to access Metrolink, as compared to only six percent of weekday riders.

In summary, the typical mid-week Metrolink rider is a commuter who earns more than $60,000 per year, who drives to Metrolink every weekday to make a trip to work. By contrast, the typical weekend Metrolink rider earns less than $30,000 per year, and uses Metrolink occasionally to visit family or friends.

Table 25: Access Mode of Metrolink Riders

	Day of Week		
	Weekday	Saturday	Sunday
Daily Riders	6,500	3,160	1,500
(Sample Size)	2,432	610	655
Walk	2%	8%	8%
Transfer	6%	36%	35%
Drive Auto	69%	19%	16%
Auto Passenger	21%	36%	38%
Bicycle	1%	1%	1%
Other	0%	0%	2%

Appendix A – Metrolink 2004 Rider Survey

METROLINK

2004 RIDER SURVEY

Every other year Metrolink surveys our riders onboard the trains to improve our services. Even if you are not a regular Metrolink rider or if you are visiting Southern California, we would like to hear from you. Please fill out this survey and return to the attendant.

Please select your response for each question by placing an "X" in only one box [X], unless the instructions indicate otherwise . . .

1. How long have you been riding METROLINK regularly ?
- [ ] 1 This is my first time
- [ ] 2 Less than 6 months
- [ ] 3 Between 6 months and 1 year
- [ ] 4 Between 1 and 2 years
- [ ] 5 Between 2 and 4 years
- [ ] 6 Between 4 and 6 years
- [ ] 7 More than 6 years

2. Please fill in number of days you usually ride METROLINK.
- [ ] 1 I typically ride Metrolink_____ day (s) per week, OR
- [ ] 2 I typically ride Metrolink_____ day (s) per month, OR
- [ ] 3 I typically ride Metrolink_____ day (s) per year
- [ ] 4 I am not a regular rider. I last took Metrolink in _____ (month/year)
- [ ] 5 Don't know

3. On days when you don't take Metrolink, how do you make this trip? (choose one)
- [ ] 1 Don't make this trip
- [ ] 2 Use AMTRAK
- [ ] 3 Drive alone
- [ ] 4 Drive with someone/vanpool
- [ ] 5 Take a bus
- [ ] 6 Take the MTA Metro (Red, Blue, Green, or Gold Line)
- [ ] 7 Other *(please specify:)* _____

4. What was the purpose of your very first trip on Metrolink? (choose one)
- [ ] 1 Commuting to or from work
- [ ] 2 Visiting friends or family
- [ ] 3 Taking the train to a special event
- [ ] 4 Taking the train for just fun
- [ ] 5 Other *(please specify:)* _____

These next questions ask about the current one-way Metrolink trip you are taking, including this train and all other Metrolink trains which are a part of this trip (for example: this may be your trip from home to work, or from work to home). . .

5. What type of ticket are you using today ?
- [ ] 1 Monthly pass
  Since when have you been buying a monthly pass regularly?
  Since: Month: _____Year:_____
- [ ] 2 10-trip (average # of weeks until used up _____)
- [ ] 3 Four-trip ticket
- [ ] 4 Round trip ticket
- [ ] 5 One-way ticket
- [ ] 6 Amtrak ticket
- [ ] 7 Other *(please specify:)* _____

6. What was the price of your pass or ticket? _____

7. Does your employer pay part or all of your pass or ticket ?
- [ ] 1 No
- [ ] 2 Yes - My employer pays $ _____ per month
- [ ] 3 Does not apply (I am not employed)

8. Is this trip part of a round-trip?
- [ ] 1 Yes, this is a round trip on Metrolink
- [ ] 2 Yes, this is a round trip using Metrolink in one direction and Amtrak in the opposite direction
- [ ] 3 No, I will use Metrolink in one direction only

9. Does this one-way trip include a transfer to or from another Metrolink or Amtrak train? (Choose one)
- [ ] 1 Amtrak transfer
- [ ] 2 Metrolink transfer
- [ ] 3 Both Amtrak and Metrolink transfers
- [ ] 4 No Amtrak and no Metrolink transfers

10. How many minutes is your typical work commute, starting from the time you leave your home until you reach your place of work?
- [ ] 1 _____ minutes
- [ ] 2 Don't know

11. Do you know that Metrolink passes and tickets are accepted as EZ Transit Pass on many connecting buses?
- [ ] 1 Yes
- [ ] 2 No
- [ ] 3 I am not familiar with the EZ Transit Pass

12. Are you a member of the AAA Automobile Club of Southern California? (Choose one)
- [ ] 1 Yes
- [ ] 2 No, I am a member of a different Auto Club, name: _____
- [ ] 3 No, I am not a member of any Auto Club
- [ ] 4 Don't know

These next questions ask about the current one-way Metrolink trip you are taking, including this train and all other Metrolink trains which are a part of this trip (for example: this may be your trip from home to work, or from work to home)...

START OF THIS ONE-WAY TRIP

13. Which best describes where you just came from?

- ☐ 1 Work
- ☐ 2 Home
- ☐ 3 Business appointment
- ☐ 4 Personal appointment
- ☐ 5 School
- ☐ 6 Shopping
- ☐ 7 Leisure, entertainment, or social visit
- ☐ 8 Sight-seeing (just for fun)
- ☐ 9 Other *(please specify:)* _____

14. What is the nearest known street intersection, city, and zip code for that starting point?
(this information helps us estimate travel distance and improve access to Metrolink.)

_____ & _____
Primary Street — Cross Street

City: _____ **Zip code:** _____

15. At which Metrolink station did you get on the train?

_____ **station**

16. How did you travel to that METROLINK station ?
(Choose one for longest part of trip)

- ☐ 1 Drove alone in a car
- ☐ 2 Drove alone in a company car
- ☐ 3 Was dropped off at station
- ☐ 4 Carpooled
- ☐ 5 Rode a bike
- ☐ 6 Rode MTA-Metro ► **Which line (s):** ☐ 1 Gold line ☐ 2 Green line ☐ 3 Bus #: _____ ☐ 4 Red line
- ☐ 7 Rode the DASH bus # _____
- ☐ 8 Rode a different bus ► **Bus company:** _____ **Bus #:** _____
- ☐ 9 Rode an employee van/shuttle
- ☐ 10 Walked _____ minutes
- ☐ 11 Other *(please specify:)* _____

END OF THIS ONE-WAY TRIP

17. Which best describes where you are going?

- ☐ 1 Work
- ☐ 2 Home
- ☐ 3 Business appointment
- ☐ 4 Personal appointment
- ☐ 5 School
- ☐ 6 Shopping
- ☐ 7 Leisure, entertainment, or social visit
- ☐ 8 Sight-seeing (just for fun)
- ☐ 9 Other *(please specify:)* _____

18. What is the nearest known street intersection, city, and zip code for that destination?
(this information helps us estimate travel distance and improve access to Metrolink.)

_____ & _____
Primary Street — Cross Street

City: _____ **Zip code:** _____

19. At which Metrolink station will you get off the train?

_____ **station**

20. How will you travel from that METROLINK station to where you are going? (Choose one for longest part of trip)

- ☐ 1 Drive alone in a car
- ☐ 2 Drive alone in a company car
- ☐ 3 Someone will pick me up
- ☐ 4 Carpool
- ☐ 5 Ride a bike
- ☐ 6 Ride MTA-Metro **Which line (s):** ☐ 1 Gold line ☐ 2 Green line ☐ 3 Bus #: _____ ☐ 4 Red line
- ☐ 7 Ride the DASH bus # _____
- ☐ 8 Ride a different bus ► **Bus company:** _____ **Bus #:** _____
- ☐ 9 Ride an employee van/shuttle
- ☐ 10 Walk _____ minutes
- ☐ 11 Other *(please specify:)* _____

These next questions ask about how well METROLINK service meets your needs...

21. Before you began using METROLINK, how did you make this trip?

- ☐ 1 Didn't make this trip
- ☐ 2 Used AMTRAK
- ☐ 3 Drove alone
- ☐ 4 Drove with someone/carpooled/ vanpooled
- ☐ 5 Took a bus
- ☐ 6 Other *(please specify:)* _____

22. How satisfied are you with METROLINK services overall? (choose one)

- ☐ 1 Very dissatisfied
- ☐ 2 Dissatisfied
- ☐ 3 Neither dissatisfied nor satisfied
- ☐ 4 Satisfied
- ☐ 5 Very satisfied

23. Please rate each feature associated with traveling on METROLINK trains.

	How important is this feature to you? (☹ Not Important — (circle number) — ☺ Very Important)					How satisfied are you with this Feature? (☹ Dissatisfied — (circle number) — ☺ Satisfied)					Don't know or does not apply (check if not applicable to your trip)
Travel time on Metrolink vs. car	1	2	3	4	5	1	2	3	4	5	☐
On-time arrivals	1	2	3	4	5	1	2	3	4	5	☐
Connecting transit buses at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of free unreserved parking at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of paid and reserved parking at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of seating on the train	1	2	3	4	5	1	2	3	4	5	☐
Cleanliness of train interior	1	2	3	4	5	1	2	3	4	5	☐
Safe operation of trains	1	2	3	4	5	1	2	3	4	5	☐
Personal security on the train	1	2	3	4	5	1	2	3	4	5	☐
Personal security at the station	1	2	3	4	5	1	2	3	4	5	☐
Trains free of defects (heat, doors, etc.)	1	2	3	4	5	1	2	3	4	5	☐
Ease of purchasing tickets	1	2	3	4	5	1	2	3	4	5	☐
Cost of a Metrolink ride	1	2	3	4	5	1	2	3	4	5	☐
Courtesy of Metrolink conductors	1	2	3	4	5	1	2	3	4	5	☐
Communication of schedule changes	1	2	3	4	5	1	2	3	4	5	☐
Communication of delays	1	2	3	4	5	1	2	3	4	5	☐
Schedule convenience	1	2	3	4	5	1	2	3	4	5	☐
Ease of getting information at 800-371-LINK	1	2	3	4	5	1	2	3	4	5	☐

24. How likely are you to recommend METROLINK to others? (choose one)

- ☐ 1 Very unlikely
- ☐ 2 Unlikely
- ☐ 3 Neither unlikely nor likely
- ☐ 4 Likely
- ☐ 5 Very Likely
- ☐ 6 Don't know

25. Have you moved or changed residence during the last year?

- ☐ 1 No
- ☐ 2 Yes ⇨ If Yes, has Metrolink been a factor in your choice of residence? ☐ 1 No ☐ 2 Yes

26. Have you changed your place of work during the last year?

- ☐ 1 No
- ☐ 2 Yes ⇨ If Yes, has Metrolink been a factor in your choice of work location? ☐ 1 No ☐ 2 Yes

27. Did you have an automobile to make today's trip (if you had wanted to use one instead of METROLINK)? (Choose one)

☐ 1 Yes ☐ 2 No

28. How many times do you expect to fly out of these airports over the next 12 months? *(write in number of times)*

- ☐ 1 LAX (Los Angeles International Airport)_____ times per year
- ☐ 2 Ontario _____ times per year
- ☐ 3 Burbank _____ times per year
- ☐ 4 Orange (John Wayne Airport) _____ times per year

29. How likely are you to take an Express bus to the airport if one left from the nearest Metrolink station with baggage check-in and boarding pass service so you could go straight from the bus to boarding the plane? (choose one)

- ☐ 1 Very unlikely
- ☐ 2 Unlikely
- ☐ 3 Neither unlikely nor likely
- ☐ 4 Likely
- ☐ 5 Very Likely
- ☐ 6 Don't know

30. Please think about when you first started riding Metrolink, What was the single most important reason that made you take Metrolink? (choose one)

- ☐ 1 I had moved to a new residence and needed a new way to commute
- ☐ 2 I got a new job or job location and needed a new way to commute
- ☐ 3 My employer gave me a free Metrolink ticket
- ☐ 4 My employer paid for part of my Metrolink pass
- ☐ 5 A family member, friend, or co-worker told me about Metrolink
- ☐ 6 I have seen advertising for Metrolink and was curious
- ☐ 7 The MTA strike forced me to find alternate transportation
- ☐ 8 I took the train to a special event
- ☐ 9 I was traveling in a group
- ☐ 10 My car was being repaired
- ☐ 11 My car was being used by another family member
- ☐ 12 I could not drive my car for medical reasons
- ☐ 13 The high cost of gas
- ☐ 14 I served on Jury duty and received a free Metrolink ticket
- ☐ 15 I received an offer in the mail
- ☐ 16 Other *(please specify:)* _____

31. How often do you visit the Metrolink website Metrolinktrains.com (Choose one)

- ☐ 1 At least once per day
- ☐ 2 A few times per week
- ☐ 3 A few times per month
- ☐ 4 A few times per year
- ☐ 5 Never
- ☐ 6 Don't know

32. Please indicate your gender:

☐ 1 Male ☐ 2 Female

33. Year you were born 19_____

34. What is your home Zip code:_____

35. Which of the following best describes your ethnic background ?

☐ 1 African American
☐ 2 Asian/Pacific Islander
☐ 3 Caucasian
☐ 4 Hispanic
☐ 5 Other *(please specify:)* _____

36. Which category includes your total annual household income before taxes in 2003 ?

☐ 1 Less than $20,000
☐ 2 $20,000 - $29,999
☐ 3 $30,000 - $39,999
☐ 4 $40,000 - $49,999
☐ 5 $50,000 - $59,999
☐ 6 $60,000 - $74,999
☐ 7 $75,000 - $99,999
☐ 8 $100,000 - $149,999
☐ 9 $150,000 - $199,999
☐ 10 $200,000 or more

37. Which of the following best describes your employment status ?

☐ 1 Employed full-time (Answer question 38a-d)
☐ 2 Employed part-time (Answer question 38a-d)
☐ 3 Self-employed (Answer question 38a-d)
☐ 4 Retired
☐ 5 Not employed or seeking employment
☐ 6 Full-time student (please indicate type of school you are attending:)
☐ 7 High School
☐ 8 Trade/Technical School
☐ 9 College/University
☐ 10 Other School

If you are employed, please answer the following questions:

38a. Which category best describes your occupation ?

☐ 1 Senior Executive
☐ 2 Professional Managerial
☐ 3 Professional Non-Managerial
☐ 4 Business Owner
☐ 5 Admin. Assistant
☐ 6 Skilled Worker
☐ 7 Public Safety Officer
☐ 8 Sales/Clerk
☐ 9 Healthcare worker
☐ 10 Teacher
☐ 11 Consultant
☐ 12 Scientist
☐ 13 Other *(please specify:)* _____

38b. Which category best describes the industry you work in ?

☐ 1 Construction/Manufacturing
☐ 2 Research/Education
☐ 3 Transportation/ Communication/Utilities
☐ 4 Wholesale and Retail Trade
☐ 5 Finance/Insurance/Real Estate
☐ 6 Legal Services
☐ 7 Food Services/Hotels
☐ 8 Health/Human Services
☐ 9 Engineering
☐ 10 Business Services
☐ 11 Arts/Entertainment
☐ 12 Government
☐ 13 Military
☐ 14 Other *(please specify:)* _____

38c. How many people does your company employ at your work location ?

☐ 1 Under 25
☐ 2 25 - 49
☐ 3 50 - 99
☐ 4 100 - 249
☐ 5 250 or over

38d. Does your employer provide any of the following to employees ? (check all that apply)

☐ 1 Timetables and brochures
☐ 2 Trial ride tickets
☐ 3 Shuttle / van to station
☐ 4 My employer does not promote public transit
☐ 5 Other *(please specify:)* _____

Have a Comment ?

_____

_____

_____

_____

_____

_____

Comments can also be made by e-mail at the Metrolink web site www.metrolinktrains.com or through the customer service center (800) 371-LINK.

Complete surveys will be entered into a random drawing to win a FREE monthly pass. For your chance to win please provide your name, address and phone number below

Name: _____

Address: _____

City: _____ **Zip:** _____-_____

Home Phone: (_____) _____-_____

Work Phone: (_____) _____-_____

E-mail Address: _____

Please give the survey to one of our attendants!

Thank you for completing the survey, and helping to make METROLINK the nation's premier commuter rail service!

Metrolink respects your privacy! We will not sell your address information or use it to identify survey responses! Thank you very much for your participation.

Appendix B – Metrolink 2005 Weekend Survey

METROLINK

2005 WEEKEND SURVEY

Metrolink regularly surveys our riders onboard the trains to improve our services. Even if you are not a regular Metrolink rider or if you are visiting Southern California, we would like to hear from you. Please fill out this survey and return to the attendant.

Please select your response for each question by placing an "X" in only one box [x] , unless the instructions indicate otherwise . . .

1. When did you take Metrolink for the first time ?
- ☐ 1 This is my first time
- ☐ 2 Less than 6 months ago
- ☐ 3 Between 6 months and 1 year ago
- ☐ 4 Between 1 and 2 years ago
- ☐ 5 Between 2 and 4 years ago
- ☐ 6 Between 4 and 6 years ago
- ☐ 7 More than 6 years ago

2. How did you first hear about Metrolink?
- ☐ 1 Newspaper, Radio, TV
- ☐ 2 Friend or family member
- ☐ 3 Received something in mail
- ☐ 4 At work
- ☐ 5 Internet
- ☐ 6 Other *(please specify:)* _____

3. How often do you ride a Metrolink train on weekends?
- ☐ 1 Every weekend
- ☐ 2 At least one weekend each month
- ☐ 3 A few weekends per year
- ☐ 4 Less than once per year
- ☐ 5 Don't know

4. Do you ever ride Metrolink on weekdays (Monday-Friday)?
- ☐ 1 Every week
- ☐ 2 At least once per month
- ☐ 3 Less than once per month
- ☐ 4 Never

5. On days when you don't take Metrolink, how do you make this trip? (choose one)
- ☐ 1 Don't make this trip
- ☐ 2 Drive alone
- ☐ 3 Drive with someone/vanpool
- ☐ 4 Take a bus
- ☐ 5 Other *(please specify:)* _____

These next questions ask about the current one-way Metrolink trip you are taking, including this train and all other Metrolink trains which are a part of this trip (for example: this may be your trip from home to work, or from work to home)...

6. What type of ticket are you using today ?
- ☐ 1 One-way ticket
- ☐ 2 Round trip ticket
- ☐ 3 Four-trip ticket
- ☐ 4 10-trip (average # of weeks until used up _____)
- ☐ 5 Monthly pass
- ☐ 6 Other *(please specify:)* _____

7. What was the price of your pass or ticket? _____

8. Is this trip part of a round-trip?
- ☐ 1 Yes, this is a round trip on Metrolink
- ☐ 2 No, I will use Metrolink in one direction only
- ☐ 3 Don't know

9. How many people are riding with you in your group today?
- ☐ 1 I am riding alone
- ☐ 2 I have _____ person(s) riding with me
- ☐ 3 Number of children under 7 years? _____

10. How did you plan this train trip? (check all that apply)
- ☐ 1 A friend or family member gave me the times for this train
- ☐ 2 I went to the station to check the timetables
- ☐ 3 I called Metrolink's 1-800 number
- ☐ 4 I searched Metrolink's website
- ☐ 5 I have a Metrolink schedule at home or work and looked up the times for the train
- ☐ 6 Other *(please specify:)* _____

11. Did you have a car available to use today instead of taking Metrolink?
- ☐ 1 Yes ☐ 2 No

12. What are the two main reasons why you are traveling by train and not by car today? (Check only two)
- ☐ 1 I have no car available
- ☐ 2 I am not able to drive
- ☐ 3 Traveling by car costs too much for gas
- ☐ 4 Traveling by train is more enjoyable
- ☐ 5 I don't feel safe traveling by car
- ☐ 6 I am traveling in a group today
- ☐ 7 Other *(please specify:)* _____

These next eight questions ask about the current one-way Metrolink trip you are taking.
(for example: this may be your trip from home to work, or from work to home)

COMING FROM

13. WHERE DID YOU JUST COME FROM?

- ☐ 1 Work
- ☐ 2 School
- ☐ 3 Visit friends/family
- ☐ 4 Home
- ☐ 5 Shopping
- ☐ 6 Business appointment
- ☐ 7 Event
- ☐ 8 Medical appointment
- ☐ 9 Sight-seeing (just for fun)
- ☐ 10 Other *(please specify:)* _____

14. What are the nearest known street intersection, city, and zip code where you just came from?
(this information helps us estimate travel distance and improve access to Metrolink.)

_____ & _____
Primary Street — Cross Street

City: _____

Zip code: _____

15. At which station did you get on THIS train?

_____ **station**

16. How did you travel to THIS train?
(Choose one for longest part of trip)

- ☐ 1 I connected from another Metrolink train(where did you get on the other train? _____ station)
- ☐ 2 I connected from an Amtrak train(where did you get on the Amtrak train? _____ station)
- ☐ 3 Drove alone in car
- ☐ 4 Carpooled
- ☐ 5 Was dropped off
- ☐ 6 Rode an employee van/shuttle
- ☐ 7 Rode a bike
- ☐ 8 Walked _____ minutes
- ☐ 9 Rode MTA-Metro ▼
  - **Which line (s):**
  - ☐ 1 Red line
  - ☐ 2 Gold line
  - ☐ 3 Metro Bus
  - ☐ 4 Dash Bus
- ☐ 10 Rode a different bus ▼
  - **Bus company:** _____
  - **Bus #:** _____
- ☐ 11 Other *(please specify:)* _____

GOING TO

17. WHERE ARE YOU GOING NOW?

- ☐ 1 Work
- ☐ 2 School
- ☐ 3 Visit friends/family
- ☐ 4 Home
- ☐ 5 Shopping
- ☐ 6 Business appointment
- ☐ 7 Event
- ☐ 8 Medical appointment
- ☐ 9 Sight-seeing (just for fun)
- ☐ 10 Other *(please specify:)* _____

18. What are the nearest known street intersection, city, and zip code for where you are going now?
(this information helps us estimate travel distance and improve access to Metrolink.)

_____ & _____
Primary Street — Cross Street

City: _____

Zip code: _____

19. At which station will you get off THIS train

_____ **station**

20. How will you travel from that METROLINK station to where you are going? **(Choose one for longest part of trip)**

- ☐ 1 I will connect from another Metrolink train(where will you get on the other train? _____ station)
- ☐ 2 I will connect from an Amtrak train(where will you get on the Amtrak train? _____ station)
- ☐ 3 Drive alone in car
- ☐ 4 Carpool
- ☐ 5 Someone will pick me up
- ☐ 6 Ride an employee van/shuttle
- ☐ 7 Ride a bike
- ☐ 8 Walk _____ minutes
- ☐ 9 Ride MTA-Metro ▼
  - **Which line (s):**
  - ☐ 1 Red line
  - ☐ 2 Gold line
  - ☐ 3 Metro Bus
  - ☐ 4 Dash Bus
- ☐ 10 Ride a different bus ▼
  - **Bus company:** _____
  - **Bus #:** _____
- ☐ 11 Other *(please specify:)* _____

These next questions ask about how well METROLINK service meets your needs...

21. Please rate each feature associated with traveling on METROLINK trains.

	How important is this feature to you? (Not Important → Very Important)					How satisfied are you with this Feature? (Dissatisfied → Satisfied)					Don't know or does not apply (check if not applicable to your trip)
	(circle number)					(circle number)					
Travel time on Metrolink vs. car	1	2	3	4	5	1	2	3	4	5	☐
On-time arrivals	1	2	3	4	5	1	2	3	4	5	☐
Connecting transit buses at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of free unreserved parking at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of overnight parking at station	1	2	3	4	5	1	2	3	4	5	☐
Availability of seating on the train	1	2	3	4	5	1	2	3	4	5	☐
Cleanliness of train interior	1	2	3	4	5	1	2	3	4	5	☐
Safe operation of trains	1	2	3	4	5	1	2	3	4	5	☐
Personal security on the train	1	2	3	4	5	1	2	3	4	5	☐
Personal security at the station	1	2	3	4	5	1	2	3	4	5	☐
Trains free of defects (heat, doors, etc.)	1	2	3	4	5	1	2	3	4	5	☐
Ease of purchasing tickets	1	2	3	4	5	1	2	3	4	5	☐
Cost of a Metrolink ride	1	2	3	4	5	1	2	3	4	5	☐
Courtesy of Metrolink conductors	1	2	3	4	5	1	2	3	4	5	☐
Communication of annual schedule changes	1	2	3	4	5	1	2	3	4	5	☐
Communication of delays	1	2	3	4	5	1	2	3	4	5	☐
Schedule convenience	1	2	3	4	5	1	2	3	4	5	☐
Ease of getting information at 800-371-LINK	1	2	3	4	5	1	2	3	4	5	☐
How satisfied are you with METROLINK services overall →						1	2	3	4	5	☐

22. Please tell us if you find Metrolink easy to use.

	Very difficult	Somewhat difficult	Somewhat easy	Very easy	Don't Know, no opinion
	(circle number)				
Obtain Metrolink schedule information	1	2	3	4	5
Get directions to the Metrolink station	1	2	3	4	5
Find out what ticket to buy	1	2	3	4	5
Using the ticket vending machine	1	2	3	4	5
Find the right train to board	1	2	3	4	5
Make connections from the station to my destination	1	2	3	4	5
Other:	1	2	3	4	5

23. How likely are you to recommend METROLINK to others? (choose one)

- ☐ 1 Not at all likely
- ☐ 2 Somewhat unlikely
- ☐ 3 Neither unlikely nor likely
- ☐ 4 Likely
- ☐ 5 Very Likely
- ☐ 6 Don't know

24. Do any of your friends or relatives take Metrolink? (check only one)

- ☐ 1 Nobody I know takes Metrolink
- ☐ 2 Family
- ☐ 3 Friends

25. What daily newspapers do you read ? (Check all that apply)

- ☐ 1 LA Times
- ☐ 2 La Opinion
- ☐ 3 Hoy
- ☐ 4 Antelope Valley Press
- ☐ 5 San Bernardino County Sun
- ☐ 6 Daily News
- ☐ 7 None
- ☐ 8 Other *(please specify:)*_____

26. Do you have access to the internet?

- ☐ 1 Yes, at work
- ☐ 2 Yes, at home
- ☐ 3 Yes, both work and home
- ☐ 4 No

27. Please indicate your gender:

- ☐ 1 Male
- ☐ 2 Female

28. Year you were born 19_____

29. What is your home Zip code:_____

The following information is for classification purposes only.

30. Which of the following best describes your ethnic background ?

- ☐ 1 African American
- ☐ 2 Asian/Pacific Islander
- ☐ 3 Caucasian
- ☐ 4 Hispanic
- ☐ 5 Other *(please specify:)* _____

31. What languages are you comfortable speaking? (Check all that apply)

- ☐ 1 Arabic
- ☐ 2 Cantonese
- ☐ 3 English
- ☐ 4 French
- ☐ 5 German
- ☐ 6 Hindi
- ☐ 7 Italian
- ☐ 8 Japanese
- ☐ 9 Korean
- ☐ 10 Mandarin
- ☐ 11 Russian
- ☐ 12 Spanish
- ☐ 13 Tagalog
- ☐ 14 Vietnamese
- ☐ 15 Other *(please specify:)* _____

32. Which category includes your total annual household income before taxes in 2004 ?

- ☐ 1 Less than $20,000
- ☐ 2 $20,000 - $29,999
- ☐ 3 $30,000 - $39,999
- ☐ 4 $40,000 - $49,999
- ☐ 5 $50,000 - $59,999
- ☐ 6 $60,000 - $74,999
- ☐ 7 $75,000 - $99,999
- ☐ 8 $100,000 - $149,999
- ☐ 9 $150,000 - $199,999
- ☐ 10 $200,000 or more

33. Which of the following best describes your employment status ?

- ☐ 1 Employed full-time
- ☐ 2 Employed part-time
- ☐ 3 Self-employed
- ☐ 4 Retired
- ☐ 5 Not employed or seeking employment
- ☐ 6 Full-time student (please indicate type of school you are attending:)
  - ☐ 7 High School
  - ☐ 8 Trade/Technical School
  - ☐ 9 College/University
  - ☐ 10 Other School

Do you have any comments how Metrolink can better meet your needs?

_____

_____

_____

_____

_____

Comments can also be made by e-mail at the Metrolink web site www.metrolinktrains.com or through the customer service center (800) 371-LINK.

Completed surveys will be entered into a random drawing to win free Metrolink tickets. For your chance to win please provide your name, address and phone number below

Name: _____

Address: _____ **City:** _____

Zip: _____-_____

Home Phone: (_____) _____-_____ **Work Phone:** (_____) _____-_____

E-mail Address: _____

Please give the survey to one of our attendants!

***Thank you** for completing the survey, and helping to make METROLINK the nation's premier commuter rail service!*

Metrolink respects your privacy! We will not sell your address information or use it to identify survey responses! Thank you very much for your participation.

Appendix C – SANBAG 2005 On-Board Rider Survey (Barstow, MARTA, MBTA, and Needles Transit Systems)

SANBAG 2005 On-Board Rider Survey

The San Bernardino Associations of Governments (SANBAG) wants your input about how to improve transit services. Please fill out this survey and leave it on your seat or drop it in the envelope by the door. **Upon return of your completed survey, you will be entered in a drawing to win one of 10 monthly passes.**

1. How long have you been riding {TRANSIT SYSTEM}?
   ①₁ Less than 6 months ①₂ 1 – 2 years
   ①₃ 6 – 11 months ①₄ More than 2 years

2. Currently, how often do you ride {TRANSIT SYSTEM}?
   ①₁ 5 -7 days a week ①₂ 3 – 4 days a week ①₃ 1 – 2 days a week ①₄ Less than once a week

3. What is the main purpose of your trip today?
   ①₁ Work ①₂ Shopping ①₃ Medical ①₄ Recreational/Social ①₅ School
   ①₆ Personal Business ①₇ Other (Please specify)_____

4. Do you use {TRANSIT SYSTEM} for other trip purposes? ①₁ Yes ①₂ No
   If yes, which types of trips do you most often use the service for? (Check all that apply)
   ①₁ Work ①₂ Shopping ①₃ Medical ①₄ Recreational/Social ①₅ School
   ①₆ Personal Business ①₇ Other (Please specify)_____

5. Did today's trip include a transfer to or from another bus or train?
   ①₁ Yes ①₂ No

6. Does your household have an automobile? ①₁ Yes ①₂ No

7. Was an automobile available for this trip? ①₁ Yes ①₂ No

8. Are you a licensed driver? ①₁ Yes ①₂ No
   a. If no, is there a licensed driver in your household? ①₁ Yes ①₂ No

Please rate each feature:	9. How satisfied are you with this feature? ☹ 1	2	3	4	5	6	☺ 7	10. How important is this feature to you? ☹ 1	2	3	4	5	6	☺ 7	Don't Know/Does Not Apply
a. frequency of service	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
b. length of weekday service hours	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
c. availability of weekend services	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
d. length of weekend service hours	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
e. amount of time it takes you to travel	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
f. ease of making connections and transfers	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
g. routes go where you want to go	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
h. level of safety at the stops	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
i. level of safety on the vehicle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
j. on-time reliability	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
k. ease of understanding schedules	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
l. ease of getting schedule information	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
m. friendliness and courtesy of the drivers	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
n. cleanliness and comfort of the vehicle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
o. availability of benches/shelters at stops	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
p. lighting at stops	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
q. cleanliness of stops	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

11. Using a scale of 1 to 7, where 1 is very poor and 7 is excellent, how would you rate {TRANSIT SYSTEM} overall? (circle one)
    ☹ 1 2 3 4 5 6 7 ☺

12. Do you have a permanent disability?
    ①₁ Yes ①₂ No *(Go to Question 14)*

13. Does your disability affect... *(Check all that apply)*
    ①₁ Your Mobility ①₂ Your Hearing ①₃ Your Ability to See ①₄ Other (Specify):_____

14. How many people live in your home? _____

15. Are you... ①₁ Male ①₂ Female

16. Are you... ①₁ African American ①₂ Asian/Pac. Islander ①₃ Caucasian
    ①₄ Hispanic ①₅ Other (Please Specify)_____

17. In what year were you born? 19_____

18. Which of the following categories includes your total annual household income?
    ①₁ Less than $20,000 ①₂ $20,000 – $29,999 ①₃ $30,000 – $39,999 ①₄ $40,000 – $49,999
    ①₅ $50,000 – $59,999 ①₆ $60,000 – $74,999 ①₇ $75,000 – $99,999 ①₈ $100,000 - $149,999
    ①₉ $150,000 – 199,999 ①₁₀ $200,000 or more

If you would like to be entered in a drawing for a monthly pass, we need your:

Name: _____ Daytime telephone: (___ ___ ___) ___ ___ ___ - ___ ___ ___ ___

Please leave your completed survey on the seat or drop it in the envelope by the door.
Thank you!

Appendix D – Omnitrans 2006 Fixed Route Rider Survey

Español al lado opuesto.

Governments SANBAG Working Together

We want your input about how to improve transit services. Please fill out this survey and leave it on your seat or drop it in the envelope by the door. **Upon return of your completed survey, you will be entered in a drawing to win one of 10 monthly passes.**

If you have ALREADY COMPLETED one of these forms on another bus, please CHECK HERE ☺ **and please continue to fill out this questionnaire**.

1. What FARE did you pay when you boarded THIS BUS?

	31-Day Pass	7-Day Pass	1-Day Pass	1-Way Cash Fare
Full Fare	☺1 $41.00	☺4 $13.00	☺6 $2.75	☺8 $1.15
Senior/Disabled Fare	☺2 $20.50	☺5 $ 6.00	☺7 $1.25	☺9 $0.50
Student Fare	☺3 $29.50			

2. Would you agree to pay a higher fare for faster and more frequent transportation service if buses would come every 5 to 7 minutes and your travel time would be 30-40 percent faster? ☺1 Yes ☺2 No

3. Where did you get on THIS BUS?
   Corner of_____ (First Street Name) & _____ (Second Street Name)

   OR _____ transfer center/station

4. Where did you COME FROM before you got on this bus? (Check one)
   - ☺1 Home
   - ☺2 Work/Work Related
   - ☺3 Shopping
   - ☺4 School/College
   - ☺5 Doctor/Dentist
   - ☺6 Visiting Friends/Family
   - ☺7 Recreation
   - ☺8 Other (Please specify) _____

5. What is the ADDRESS OF THAT PLACE?

   a. _____ Number _____ Street Name _____ City _____ Zip

   OR

   b. Corner of_____ (First Street Name) & _____ (Second Street Name)

   OR

   c. _____ Place Name (example: Ontario Mills Mall) _____ City _____ Zip

6. How did you get to THIS BUS? (Check one)
   - ☺1 Walked
   - ☺2 Drove alone
   - ☺3 Drove with someone else (carpooled)
   - ☺4 Dropped off
   - ☺5 Bicycled
   - ☺6 Transferred from another bus or train
   - ☺7 Other (Please specify)_____

7. If you transferred, which system did you transfer from?
   - ☺1 Another Omnitrans bus (Route_____)
   - ☺2 Metrolink (Route_____)
   - ☺3 RTA (Route_____)
   - ☺4 MTA (Route_____)
   - ☺5 Foothill Transit (Route_____)
   - ☺6 Other (Operator and Route_____)

8. How long did it take you to get to THIS BUS? _____(in minutes)

9. Where will you get OFF THIS BUS? (Specify nearest intersection)

   Corner of_____ (First Street Name) & _____ (Second Street Name)

   OR _____ transfer center/station

10. Where are you GOING TO NOW (**Check only one**)
    - ☺1 Home
    - ☺2 Work/Work Related
    - ☺3 Shopping
    - ☺4 School/College
    - ☺5 Doctor/Dentist
    - ☺6 Visiting Friends/Family
    - ☺7 Recreation
    - ☺8 Other (Please specify) _____

11. What is the ADDRESS of THAT PLACE?

a. _____ Number _____ Street Name _____ City _____ Zip

OR

b. Corner of _____ (First Street Name) & _____ (Second Street Name)

OR

c. _____ Place Name (Example: Ontario Mills Mall) _____ City _____ Zip

12. How will you get FROM THIS BUS TO the place that you are GOING TO?
⑨1 Walk ⑨4 Drop off ⑨7 Other (please specify)_____
⑨2 Drive alone ⑨5 Bicycle
⑨3 Drive with someone else (carpool) ⑨6 Transfer to another bus or train

13. How MANY BUSES/TRAINS will you ride to get from your STARTING PLACE to where you are GOING?
⑨1 One ⑨2 Two ⑨3 Three or more

14. On which days did you take an Omnitrans bus last week? **(Check all that apply)**
⑨ Monday ⑨ Wednesday ⑨ Friday ⑨ Sunday
⑨ Tuesday ⑨ Thursday ⑨ Saturday

15. How long have you used Omnitrans?
⑨1 Less than 6 month ⑨2 6-11 months ⑨3 1-2 years ⑨4 More than 2 years

16. How many people live in your household?_____

17. Does your household have a vehicle (car, truck, van, motorcycle)? ⑨1 Yes ⑨2 No
If yes, how many vehicles? _____

18. Was a vehicle available for this trip? ⑨1 Yes⑨2 No

19. Are you a licensed driver? ⑨1 Yes⑨2 No
a. If no, is there a licensed driver in your household? ⑨1 Yes⑨2 No

20. Are you... ⑨1 Male ⑨2 Female

21. Do you have a permanent disability? ⑨1 Yes ⑨2 No
a. If yes, does your disability affect **(Check all that apply)**
⑨ Your Mobility ⑨ Your Ability to See ⑨ Your Hearing ⑨ Other (specify)_____

22. In what year were you born 19_____?

23. Which of the following categories includes your total annual household income?
⑨1 Less than $20, 000 ⑨4 $40,000 - $49,999 ⑨7 $75,000 - $99,999 ⑨10 $200,000 or more
⑨2 $20,000 - $29,999 ⑨5 $50,000 - $59,000 ⑨8 $100,000 - $149,999
⑨3 $30,000 - $39,999 ⑨6 $60,000 - $74,999 ⑨9 $150,000 - $199,999

If you want to be included in a drawing for a free 31-Day Pass, please give us your name, address, and phone number so we can contact you.

All information will be kept confidential.

Name: _____ Phone: _____

Address: _____ City _____ Zip_____

Appendix E – Victor Valley Transit Customer Survey (2006)

Victor Valley Transit Customer Survey

Victor Valley Transit is currently looking at ways to improve service for our customers. Please help us by answering all the following questions.

PLEASE COMPLETE ONE OF THESE FORMS EACH TIME YOU BOARD A BUS THAT IS BEING SURVEYED.

1 What time did you board this bus? _____ am pm

What time do you expect to get off? _____ am pm

2 How many days per week do you ride this bus? _____ days

3 In what year did you start using VVTA as often as you do now?

☐ 2005 ☐ 2004 ☐ 2003 ☐ 2002 ☐ 2001 ☐ 2000 ☐ before 2000

4 What is the main purpose of your trip today? ☐ Work ☐ Shopping ☐ Medical ☐ School

☐ Recreational/Social ☐ Personal Business ☐ Other (Please specify) _____

5 Do you use VVTA for other trip purposes? ☐ Yes ☐ No

If yes, which types of trips do you most often use the service for? (Check all that apply)

☐ Work ☐ Shopping ☐ Medical ☐ School ☐ Recreational/Social ☐ Personal Business

☐ Other (Please specify) _____

6 How did you get to this bus?

☐ Walked - How many blocks _____ ☐ Got a Ride ☐ Drove to Parking Lot ☐ Bicycle

☐ Transferred - from Route _____ For Transfer, how long did you wait for this bus? _____ minutes

7 After leaving this bus, how will you get to the end of this trip?

☐ Walk - How many blocks _____ ☐ Get a Ride ☐ Drive ☐ Bicycle ☐ Transfer - to Route _____

8 Do you have a permanent disability? ☐ yes ☐ no *(Go to Question 10)*

9 Does your disability affect .. *(Check all that apply)*

☐ Your Mobility ☐ Your Hearing ☐ Your Ability to see ☐ Other (Please specify) _____

10 Does your household have an automobile? ☐ yes ☐ no

11 Was an automobile available for this trip? ☐ yes ☐ no

12 Are you a licensed driver? ☐ yes ☐ no

If no, is there a licensed driver in your household? ☐ yes ☐ no

13 In what year were you born? 19_____

14 Are you? ☐ male ☐ female **15** Are you a student? ☐ yes ☐ no

16 Are you? ☐ African American ☐ Asian/Pac. Islander ☐ Caucasian ☐ Hispanic

☐ Other (Please specify) _____

17 What is your current employment status? ☐ Employed full-time ☐ Unemployed - looking for work

☐ Homemaker ☐ Retired ☐ Employed part-time ☐ Unemployed - not looking

18 Are you a Direct Access certified rider? ☐ yes ☐ no

19 What is your total household income?

☐ $9,999 or less ☐ $10,000 to $14,999 ☐ $15,000 to $19,999

☐ $20,000 to $24,999 ☐ $25,000 to $29,999 ☐ $30,000 to $39,999

☐ $40,000 to $49,999 ☐ $50,000 to $74,999 ☐ $75,000 or over

20 Using a scale of 1 to 7 where 1 is very poor and 7 is excellent, how would you rate VVTA overall?

1 2 3 4 5 6 7

21 Would you please rate VVTA service compared to last year? ☹ 1 2 3 4 5 6 7 ☺

22 Please rate each feature:

	How satisfied are you with this feature? (☹ 1 2 3 4 5 6 7 ☺)	How important is this feature to you? (☹ 1 2 3 4 5 6 7 ☺)	Don't Know/Does Not Apply
a. frequency of service	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
b. length of weekday service hours	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
c. availability of weekend services	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
d. length of weekend service hours	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
e. amount of time it takes you to travel	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
f. ease of making connections and transfers	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
g. routes go where you want to go	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
h. level of safety at the stops	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
i. level of safety on the vehicle	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
j. on-time reliability	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
k. ease of understanding schedules	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
l. ease of getting schedule information	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
m. friendliness and courtesy of the drivers	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
n. cleanliness and comfort of the vehicle	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
o. availability of benches/shelters at stops	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
p. lighting at stops	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐
q. cleanliness of stops	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐ ☐ ☐ ☐ ☐ ☐ ☐	☐

Thank you for completing this survey. Please return it to the surveyor or bus driver as you leave the bus.

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

■ 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: 8

Date: April 18, 2007

Subject: Omnitrans Fiscal Year 2008/2009 to 2012/2013 Short Range Transit Plan (SRTP) – Scenario 1.

Recommendation:* Approve the Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1.

Background: SANBAG, acting as the County Transportation Commission, requires each transit agency to prepare a multi-year operating and capital plan (SRTP) every other year. Generally the SRTP provides basic information on the transit services provided, their performance, any needs and deficiencies, and a proposed plan for operations and capital investments covering the next five to six years. The attached Omnitrans Fiscal Year 2008/2009 to 2012/2013 SRTP – Scenario 1 has been prepared by the IBI Group and their subcontractors, Arellano Associates and Connetics Transportation Group. The Omnitrans SRTP – Scenario 1 is being recommended for approval at this time. The complete SRTP will be presented to the Plans and Programs Committee and Board in a few months.

Summary of Existing Transit Service and Performance

Omnitrans provides three types of services within the San Bernardino Valley; fixed route, Omnilink (a general public dial-a-ride), and Access (the complementary paratransit service required by the Americans with Disabilities Act). According to the SRTP, over the past three years (Fiscal Years 2004/2005 through 2006/2007) annual ridership on the fixed route service has declined from nearly 15.0 million to 14.9 million, representing a decrease of 0.6% over the three

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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years. Passenger revenue increased from $10.7 million to $11.8 million, representing an increase of 10.4%. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses has hovered around the minimum requirement of 20%. Productivity, measured in passengers per hour, has remained relatively flat (from 22.2 to 22.1) over the three years.

The Omnilink service, serving the communities of Chino Hills, Colton/Grand Terrace and Yucaipa (note the Colton/Grand Terrace service was discontinued after Fiscal Year 2004/2005), has seen an increase in annual ridership; increasing from 52,900 to 60,000 - an increase of 13.4% over the three year period. Total operating expenses dropped slightly in Fiscal Year 2005/2006, but increased to nearly the same level as Fiscal Year 2004/2005 in Fiscal Year 2006/2007 to $1.1 million. Passenger revenue declined from $59,500 to $56,600 over the three years, representing a 5% decrease. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses for this service has declined from 6.5% to 6.3% over the three years. Productivity, measured in passengers per hour, has improved slightly, from 2.4 to 3.2 over the three years.

Annual ridership on the Access service has declined from 492,100 to 420,900 over the three year period, representing a 15% decline. Total operating expenses have increased significantly, from $7.8 million to $9.6 million, representing an increase of nearly 22% over the three years. Passenger revenue has increased slightly, from $1.04 million to $1.05 million – a 1% increase. Including the Measure I fare subsidy, the ratio of passenger fares to operating expenses has declined from 14.7% to 12.0% over the three years. Productivity, measured in passengers per hour, has declined from 3.1 to 2.6 over the last three years.

For purposes of compliance with the State requirement for the ratio of passenger fares to operating expenses for all general public service within an urbanized area, the fare revenue and operating expenses for the fixed route service and Omnilink must be combined. Including the Measure I fare subsidies, the combined ratio of passenger fares to operating expenses over the three years has only exceeded the minimum requirement of 20% in Fiscal Year 2005/2006. Omnitrans has not been penalized for failure to meet the minimum required because it has been able to exempt certain expenses and new services from the calculation. Nevertheless, SANBAG staff has expressed concern over the ability of Omnitrans to meet the minimum requirement over time.

Summary of Proposed Transit Service and Performance

A driving force behind the proposed transit service is the desire to exceed the minimum required ratio of passenger fares to operating cost for all general public service. In the SRTP, Omnitrans seeks to achieve a 25% recovery ratio during the plan period. In order to accomplish that goal, several fare increases will be implemented and where unproductive service has been identified, that service is proposed for elimination.

As part of the development of the SRTP the consulting team has conducted a comprehensive operational analysis of all the services Omnitrans currently provides. Based on that work, the Omnitrans Board has approved certain fixed route and Omnilink reductions to be effective in May 2007. These changes will reduce the number of revenue hours by nearly 46,000 (42,000 from the fixed route service and 4,000 from Omnilink). As a result of the service reductions, along with other cost control efforts, the total operating budget for Fiscal Year 2007/2008 is expected to increase by 1.4%. An additional reduction of 23,000 revenue hours in fixed route service is projected for Fiscal Year 2008/2009. The total fixed route revenue hours will remain flat until Fiscal Year 2011/2012 when it is expected that the "E" Street *sbX* project will begin its operation.

Fare increases are proposed for Fiscal Years 2008/2009, 2010/2011 and 2011/2012. For the fixed route system, the base adult fare will increase from $1.35 in Fiscal Year 2007/2008 to $2.00 in Fiscal Year 2011/2012. Accompanying each fare increase is an increase in the amount of Measure I fare subsidy until it reaches the $0.25 per boarding cap in Fiscal Year 2010/2011. While each proposed fare increase results in additional revenue, they have an inverse effect on ridership. In fact, until Fiscal Year 2011/2012 when the "E" Street *sbX* is implemented, annual ridership on the fixed route service is projected to decline from 14.5 million in Fiscal Year 2007/2008 to 13.9 million in Fiscal Year 2010/2011. The "E" Street *sbX* project is expected to increase the annual ridership by 1.3 million. The total operating expense is forecast to increase from $59.2 million to $76.1 million over the six year period. The ratio of passenger revenue, including the Measure I fare subsidy, to operating expense is projected to increase from 22.8% in Fiscal Year 2007/2008 to a high of 25.9% in Fiscal Year 2011/2012. Productivity, measured in passengers per revenue hour, will hover between 23.7 and 22.7.

The service level for Omnilink is projected to remain flat at 15,000 revenue hours over the next six years. The adult fare is projected to remain at $3.00 through

Fiscal Year 2009/2010 and increase to $4.00 by Fiscal Year 2011/2012. Annual ridership is projected to fluctuate between 45,600 and 46,600. The annual operating expense is expected to increase from $1.2 million in Fiscal Year 2007/2008 to $1.4 million in Fiscal Year 2012/2013. The ratio of passenger fares, including the Measure I fare subsidy, to operating expenses will range between 6.7% and 7.8%. And productivity, measured in passenger per revenue hour, will range from 3.0 to 3.1 over the six-year period.

The Access service level is also projected to remain flat at 163,500 annual hours. The base fare for this service is projected to increase from $2.45 in Fiscal Year 2007/2008 to $3.75 in Fiscal Year 2011/2012. Annual ridership is expected to increase from 416,100 in Fiscal Year 2007/2008 to 426,100 in Fiscal Year 2012/2013. The ratio of passenger fares, including the Measure I fare subsidy, to operating expenses will range between 11.9% in Fiscal Year 2007/2008 to a high of 14.6% in Fiscal Year 2011/2012. Productivity, measured in passengers per hour, will range between 2.5 and 2.7 over the six-year period.

Service-related Issues of Concern to SANBAG Staff

SANBAG staff has been somewhat involved in reviewing and commenting on the SRTP recommendations. However, we still have some concerns about the direction Omnitrans appears to be taking. While it is certainly noteworthy that Omnitrans seeks to increase the cost recovery ratio for its general public service to 25% and is able to demonstrate that achievement through a combination of cost containment and fare increases, there should be further efforts applied to reverse the trend of ridership loss. Such efforts could include improved marketing, insuring service quality issues such as on-time performance and improved amenities at bus stop locations. Changes to the Omnilink operation will also need to be considered in an effort to improve its performance. The conversion of these services to a route or point deviation service would be worthy of consideration. Changes to the Access service should also be considered. With the proposed reduction in the cost of Subscription Passes, it will be critical that Omnitrans follow though with the consultant's recommendation that Access service begin negotiating pick-up and drop-off times as provided by the ADA. Omnitrans should also consider opportunities to shift as much of the current Access demand to the accessible fixed route service as possible. Also, as noted in the agenda item related to the Measure I fare subsidy change that the Board approved in March, staff has expressed concern over the higher discounts Omnitrans is applying to the day pass and multiple-pass fare media.

Summary of Proposed Capital Improvements

The recommended six-year capital program includes: the first major construction phase for the "E" Street *sbX* project beginning in Fiscal Year 2007/2008 with a completion expected in Fiscal Year 2011/2012; the purchase of sixteen (16) low-floor articulated buses for the *sbX* project; the purchase of ninety (90) replacement buses; the purchase of eighty-five (85) replacement paratransit vehicles; the expansion of the Chino transit center; the construction of transit centers in Ontario and at Chaffey College; the construction of a replacement paratransit facility at the Mid-Valley location; mid-life bus rehabilitation; facility improvements; upgrades to the alternative fueling facilities and computer equipment; the purchase of replacement service vehicles; the purchase of office, service and revenue equipment; access improvements to bus stops; the required 1% expenditures for transit enhancement and security projects; and the capitalization of certain operating expenses such as preventive maintenance and leases. The six-year capital program totals nearly $273.7 million with 52% of that amount being applied to the "E" Street *sbX* project.

Summary of Financial Plan

The total operating expenses for the six-year period is projected to be $438.6 million. Passenger revenue is forecast to equal nearly $99.6 million, or 23% of the total revenue. The Valley Local Transportation Fund (LTF) will provide the majority of the subsidy, totaling nearly $283 million and representing 64% of the total revenue. Measure I fare and service subsidies will total nearly $46.6 million and represent 11% of the total revenue. Other revenue, including interest earnings and advertising revenue will total $9.5 million, representing 2% of the total revenue.

As noted above, the six-year capital program will total nearly $273.7 million. FTA Section 5307 basic bus formula funds are expected to total nearly $90.4 million, representing 33% of the total revenue. FTA Section 5309 small starts funding is expected to total nearly $75 million, or 27% of the total revenue. FTA Section 5309 bus and bus facilities will total $0.4 million, representing less than 1% of the total revenue. Funding from CMAQ apportioned to the South Coast Air Basin is expected to total nearly $27.8 million, of which the SANBAG Board had previously approved $18.6 million. Approval of the SRTP will increase the amount of CMAQ set aside for Omnitrans by an additional $9.2 million. CMAQ funds will represent 10% of the total revenue. Valley LTF will total $26.6 million, representing about 10% of the total revenue. Other revenue, including STIP Regional Improvement Program (PTA), Proposition 1B, FTA Section 5310,

and other local funds will total $25.4 million, or 9% of the total revenue. State Transit Assistance Funds (STAF) will total $22.4 million, representing 8% of the total revenue. Valley Measure I Bus Rapid Transit/Express Bus revenue will total nearly $5.6 million, representing 2% of the total revenue.

Both the operating and capital financial plans are within the revenue forecasts provided by SANBAG. The Scenario 1 – SRTP is considered a financially constrained plan.

Financial Impact: The work effort involved in the development and review of the Omnitrans SRTP is consistent with the Agency budget. Funding is provided under Task 31507000. The funding source is LTF – Planning. Approval of the SRTP will allow staff to program the Omnitrans operating and capital projects in the Regional Transportation Improvement Program.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on April 18, 2007. The SRTP – Scenario 1 will be presented to the Omnitrans Planning and Productivity Committee on April 11th and to the full Omnitrans Board on May 2, 2007.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs

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Comprehensive Operations Assessment & Short Range Transit Plan

Scenario 1 Plan Summary

Final

Prepared for:

Prepared by:

April 9, 2007

Table of Contents

Introduction 1
Scenario 1 Service Plan 1
Fare Structure 3
Operating and Financial Tables 5
Capital Project Tables 16

List of Tables

Table 1 Scenario 1 Constrained Service Plan 2
Table 2 Proposed FY08 Fixed Route Fare Structure 4
Table 3 Proposed FY08 Omnilink Fare Structure 4
Table 4 Proposed FY08 Access Fare Structure 5
Table 5 Projected Characteristics Omnitrans Total 8
Table 6 Projected Characteristics Fixed Route Total 9
Table 7 Projected Characteristics Fixed Route 10
Table 8 Projected Characteristics Omnilink 11
Table 9 Projected Characteristics Access 12
Table 10 Summary of Six-Year (FY 2008-2013) Operating Expenses and Revenues ($000) 13
Table 11 Summary of Six-Year (FY 2008-2013) Capital Costs and Funding ($000) 14
Table 12 Six-Year (FY 2008-2013) Fund Balance Estimates 15
Table 13 Capital Project Tables 17

Introduction

Omnitrans has been working with its consultant team since July 2006 to conduct a comprehensive operations assessment and develop a short range transit plan for FY 2008-2013. To facilitate the development of the FY 2008 Omnitrans budget and the SANBAG operating and capital programming process, the key elements of the Scenario 1: Financially Constrained Scenario have been complied into this Scenario 1 Plan Summary. The Plan Summary includes the following:

- Description of the constrained service plan and its key assumptions.
- Description of the fare structure to be implemented in July 2007.
- Operating and capital summary tables for the fixed route, Omnilink, and Access services
- Capital projects tables describing each project in the plan period with their cost and funding sources.

Scenario 1 Service Plan

The Scenario 1 Constrained Service Plan has been developed through a comprehensive planning process that included substantial technical analysis of the existing service operation, and research on travel demands and development trends in the service area. The process included several Board workshops, public and stakeholder involvement sessions, meetings with employees, and review of the service changes at public hearings.

The recommended service changes in Table 1 will result in a 64,892 annual reduction in revenue hours of service by FY 2009 and a reduction in the peak fixed route fleet requirement from 145 to 136. The initial set of service changes will take effect on Monday, May 7, 2007.

Table 1 Scenario 1 Constrained Service Plan

Route/Service	Description of Service Change
1	Reduce Saturday frequency from 15/30 minutes to 30/60 minutes.*
2	No changes to existing service.
3/4	No changes to existing service.
5	No changes to existing service.
7	No changes to existing service.
8	Alignment changes near Citrus Plaza.*
9	No changes to existing service.
10	No changes to existing service.
11	Eliminate Saturday Northbound 5:53 PM trip.* Change Saturday evening frequency from 30 minutes to 60 minutes.
14	Discontinue weekday 14L Limited Stop Service.*
15	Eliminate weekday Eastbound 9:10 PM trip.* Change Sunday frequency from 30 minutes to 60 minutes.
19	Reduce Saturday frequency from 30 minutes to 60 minutes and eliminate weekday Eastbound 10:10 PM trip.*
20	Reduce Sunday frequency from 30 minutes to 60 minutes.*
22	Reduce weekday frequency from 20 minutes to 30 minutes.*
28	Reduce weekday frequency to peak service only, 6:02 AM to 8:56 AM and 4:02 PM to 6:52 PM.* Eliminate route.
29	No changes to existing service.
31	Eliminate route.*
60	Restructure east and west sections. Extend west section along Holt and Mountain to Montclair Transcenter. Eliminate east section (this section would be served by an extended Route 70).
61	No change to existing service.
62	Eliminate weekday Northbound 5:48 AM trip between Chino Transcenter and D at Sultana and start service at Montclair Transcenter.* Restructure to run on Euclid Avenue.
63	No changes to existing service.
65	Eliminate Los Seranos service.
66	Reduce weekday midday and evening service from 15 minutes to 30 minutes.

Route/Service	Description of Service Change
67	Restructure to service 16th Street, Mountain corridor and Montclair. Increase weekday frequency from 60 minutes to 30 minutes. Extend weekday service to 9:00 PM with 60 minute frequency.
68	Change weekday evening service from 30 minutes to 60 minutes. Discontinue Sunday Service.*
70	Restructure to serve Milliken corridor and west section of Route 60.
71	Restructure and extend up Sierra corridor. Eliminate Sunday service.
75	Eliminate weekday 9:05 AM Eastbound trip, 9:24 AM Westbound trip, 6:24 Eastbound trip and 6:24 Westbound trip.* Eliminate route.
90	Discontinue service between Riverside and Montclair. Increase frequency between San Bernardino and Riverside from 45/60 minutes to 30 minutes. Eliminate service to Metrolink stations.*
Omnilink	Eliminate Saturday and Sunday service in both Yucaipa and Chino Hills.
Access	Adjust service area boundaries as needed based on changes to fixed route and Omnilink service.

* Change scheduled to take place in May 2007

Fare Structure

The recommended fare changes in Tables 2, 3, and 4 are scheduled to take effect on Sunday, July 1, 2007.

Table 2 Proposed FY08 Fixed Route Fare Structure

Fare Type	Current fare adopted September 5, 2006	Proposed FY08
Cash Fares		
Regular	$ 1.25	$ 1.35
Senior & Disabled	$ 0.50	$ 0.55
Children 46" and under (limit 2)	Free	Free
Personal Care Attendant	Free with ADA rider	Free with ADA rider
Day Passes		
Full Fare	$ 3.00	$ 3.50
Senior & Disabled	$ 1.25	$ 1.60
10-Pack Day Passes		
Full Fare	$ 27.50	$ 31.50
Senior & Disabled	$ 12.50	$ 13.50
7-Day Pass		
Full Fare	$ 13.00	$ 15.00
Senior & Disabled	$ 6.00	$ 7.00
Student	Not Available	$ 10.00
31-Day Pass		
Full Fare	$ 41.00	$ 45.00
Senior & Disabled	$ 20.50	$ 22.50
Student Fare	$ 29.50	$ 33.00
Senior Age		
Age	Over age 60	Over age 62

Table 3 Proposed FY08 Omnilink Fare Structure

Fare Type	Current fare policy adopted September 2006	Proposed FY08
Passenger		
Regular	$ 2.50	$ 3.00
Senior & Disabled	$ 1.25	$ 1.50
Student	$ 1.25	$ 2.00
Children 46" and under (limit 2)	Free	Free
10-Trip Pass (ticket valid as free transfer or exchange for a free 1-Day Pass on fixed route service)		
Regular	Not Available	$ 27.00
Senior & Disabled	Not Available	$ 13.50
Student	Not Available	$ 18.00
Fixed Route Passes		
1-Day, 7-Day & 31-Day Passes	Valid as a transfer	Not valid
Senior Age		
Age	Over age 60	Over age 62

Table 4 Proposed FY08 Access Fare Structure

Fare Type	Current fare policy adopted September 2006	Proposed FY08
Passenger		
1-3 zone(s)	$ 2.05	$ 2.45
4 zones	$ 2.80	$ 3.45
5 zones	$ 3.55	$ 4.45
6 zones	$ 4.30	$ 5.45
Companion		
1-3 zone(s)	$ 2.30	$ 2.70
4 zones	$ 3.05	$ 3.70
5 zones	$ 3.80	$ 4.70
6 zones	$ 4.55	$ 5.70
Children 46" and under (limit 2)	Free	Free
Personal Care Attendant	Free	Free
Disability ID card valid on Access service on a space available basis	Valid	No longer valid
Subscription Passes		
1-3 zone(s)	$ 172.50	$ 130.00
4 zones	$ 228.50	$ 170.00
5 zones	$ 285.00	$ 210.00
6 zones	$ 341.00	$ 250.00

Additionally, San Bernardino Associated Governments (SANBAG) is formulating a policy to increase the Measure I subsidy for senior/disability trips on fixed route service from $0.05 per trip to $0.10 per trip in FY 2008 and ultimately to $0.25 by 2013 according to the spirit and intent of Measure I. This policy will enable Omnitrans to keep the senior and disability fares low and at the same time enable Omnitrans to generate sufficient fare revenues to meet the TDA fare recovery obligations. Changes resulting from this policy will be reflected in the fare policy section of the FY 2008 – 2013 SRTP.

Operating and Financial Tables

Tables 5 - 9 in this section summarize the financial, operating, capital, and fleet information for the six year planning period. Information is provided for fixed route, Omnilink, and Access services, along with a combined fixed route and Omnilink table, and an all services table. Tables 10 and 11 summarize operating expenses and revenues, and capital costs and funding, respectively. Table 12 provides annual fund balance estimates for key operating and capital funding sources. The following assumptions were used in preparing the financial information:

- Operating cost budget assumes fixed route service cuts of 41,950 hours in FY2008 and 22,943 in FY2009, and an Omnilink service cut of 4,000 hours in FY2008.

- Operating costs increase each year based on historical increases, except noted below.

- Administrative cost increases held to no more than inflation for FY2009 through FY2013.

- FY2008 operating cost budget matches preliminary budget supplied by Omnitrans.

- Operating costs reflect new cost allocation process developed by Omnitrans.

- Operating costs associated with service changes determined using marginal costs.

- FY2008 capital budget matches preliminary Capital Improvement Plan (CIP) supplied by Omnitrans, with adjustments based on comments by SANBAG.

- Fare increases in FY2008, FY2009, FY2011, and FY2012 resulting in the following base and average fares:

Fare Type	FY08	FY09	FY10	FY11	FY12	FY13
Fixed Route Base	$1.35	$1.50	$1.50	$1.75	$2.00	$2.00
Fixed Route Avg.	$0.87	$0.92	$0.94	$1.04	$1.19	$1.22
Omnilink Base	$3.00	$3.00	$3.00	$3.50	$4.00	$4.00
Omnilink Avg.	$1.69	$1.69	$1.69	$1.91	$2.22	$2.22
Access Base	$2.45	$2.75	$2.75	$3.25	$3.75	$3.75
Access Avg.	$3.02	$3.26	$3.31	$3.71	$4.33	$4.44

Fare increases structured to reach the goal of 25% Operating Ratio. Goal achieved in FY2012, with Operating Ratio slightly under goal in FY2013. Operating ratio will change with modifications to operating and capital budgets. Estimated operating ratios for the plan period:

Operating Ratio[1]	FY08	FY09	FY10	FY11	FY12	FY13
Fixed Route (Direct & Omnilink)	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%
Access	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%

[1]Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost

- Measure I subsidy calculated using methodology from new agreement between by Omnitrans and SANBAG.

- Grant revenues reflect data provided by SANBAG.

- Fixed Route operating costs increased by $1.5 million in FY2010 to account for expiration of fuel tax credit.

- Capital costs for FY2009 through FY2013 reflect draft CIP supplied by Omnitrans, except as noted below.

- Capital costs after FY2008 inflated at the Consumer Price Index for All Urban Consumers (CPI -U) for the Los Angeles Consolidated Metropolitan Statistical Area (CMSA). Source: Cal CPI Forecast BBFYCPI_003.xls, September 2006.

- Fixed route vehicle replacement assumed to by 15 vehicles per year for FY2010 through FY2013 to lessen impact of large vehicle replacements expected in FY2011 and FY2012.

- Costs and funding for E Street BRT project (sbX) assumed to be $142.7 million (year-of-expenditure dollars) for Phase 1 (including vehicles). Funding based on data provided by Omnitrans and reviewed by SANBAG.

- Funding shortfall for E Street BRT project (sbX) of approximately $10.8 million in FY2012 assumed to be paid with excess Local Transportation Funds (LTF) pending acquisition of other funds.

- Future Access service assumed to be operated with existing fleet and revenue hours due to improved productivity and dampened demand due to fare increases. No supplemental taxi service is assumed.

Table 5 Projected Characteristics Omnitrans Total

SYSTEM: TOTAL OMNITRANS[1]
PREPARED BY: IBI/CTG

FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148
Spare Vehicles for Maintenance and Other Purposes	31	31	31	31	31	31	31	35	35
Spare Ratio	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%
Energy Contengency Reserve	6	6	6	6	6	6	6	6	6
Subtotal Fixed Route Vehicles	182	182	182	175	173	173	173	189	189
Demand Response:									
Peak-Hour Fleet	89	89	89	90	90	90	90	90	90
Spare Vehicles	12	12	12	12	12	12	12	12	12
Total Vehicles	283	283	283	277	275	275	275	291	291
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	12	0
New Replacement Vehicles Delivered	23	25	25	56	28	40	40	40	40
FINANCIAL DATA:									
Fare Revenue ($000's)	$11,837.9	$12,280.1	$12,963.4	$13,870.3	$14,467.0	$14,687.0	$16,147.2	$20,081.1	$20,314.2
Measure I Fare Subsidy ($000)	$271.3	$264.9	$298.0	$393.8	$504.8	$526.3	$761.2	$863.3	$854.3
Operating Cost ($000's)	$64,070.1	$64,286.4	$70,771.6	$71,762.9	$73,516.9	$78,851.2	$82,436.3	$87,797.1	$91,547.2
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	11,461.6	11,699.8	11,631.8	10,993.6	10,747.5	10,747.5	10,747.5	11,136.5	11,136.5
Total Vehicle Miles (000's)	13,783.2	13,962.7	13,285.8	12,575.8	12,306.9	12,306.9	12,306.9	12,732.0	12,732.0
Revenue Vehicle Hours (000's)	859.1	861.9	858.7	812.8	789.8	789.8	789.8	820.0	820.0
Total Vehicle Hours (000's)	930.4	992.3	947.9	898.5	874.5	874.5	874.5	906.1	906.1
Linked Passengers (000's)	11,534.4	11,441.7	11,370.6	11,019.1	10,756.0	10,751.4	10,599.0	11,554.1	11,432.3
Unlinked Passengers (000's)	15,583.2	15,497.7	15,418.8	14,943.6	14,583.1	14,573.3	14,358.7	15,672.4	15,506.9
Full-Time Employee Equivalent	992	789	796	775	764	764	764	764	764
PERFORMANCE CHARACTERISTICS:									
Revenue/Unlinked Passenger	$0.76	$0.79	$0.84	$0.93	$0.99	$1.01	$1.12	$1.28	$1.31
Cost/Unlinked Passenger	$4.11	$4.15	$4.59	$4.80	$5.04	$5.41	$5.74	$5.60	$5.90
Subsidy/Unlinked Passenger	$3.35	$3.36	$3.75	$3.87	$4.05	$4.40	$4.62	$4.32	$4.59
Cost/Revenue Vehicle Hour	$74.58	$74.59	$82.42	$88.30	$93.08	$99.83	$104.37	$107.06	$111.64
Passengers/Revenue Vehicle Hour	18.1	18.0	18.0	18.4	18.5	18.5	18.2	19.1	18.9
Operating Ratio (Fares+MI/Cost)[2]									
Fixed Route (Directly Operated + Omnilink	19.5%	20.5%	19.8%	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%
Access	14.7%	13.2%	12.0%	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%

NOTES:

1. FY2005 and FY2006 includes contracted fixed route data.

2. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 6 Projected Characteristics Fixed Route Total

SYSTEM: OMNITRANS TOTAL FIXED ROUTE (Directly Operated + Contracted + Omnilink)[1]
PREPARED BY: IBI/CTG

FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148
Spare Vehicles for Maintenance and Other Purposes	31	31	31	31	31	31	31	35	35
Spare Ratio	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%
Energy Contengency Reserve	6	6	6	6	6	6	6	6	6
Subtotal Fixed Route Vehicles	182	182	182	175	173	173	173	189	189
Demand Response:									
Peak-Hour Fleet	8	8	8	9	9	9	9	9	9
Spare Vehicles	4	4	4	4	4	4	4	4	4
Total Vehicles	194	194	194	188	186	186	186	202	202
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	12	0
New Replacement Vehicles Delivered	23	2	4	19	15	17	17	17	17
FINANCIAL DATA:									
Fare Revenue ($000's)	$10,796.3	$11,230.6	$11,910.7	$12,613.5	$13,113.8	$13,283.7	$14,517.9	$18,218.1	$18,422.7
Measure I Fare Subsidy ($000)	$160.7	$156.3	$195.1	$292.1	$403.5	$422.8	$654.0	$758.2	$750.2
Operating Cost ($000's)	$56,205.4	$55,535.4	$61,180.1	$60,309.3	$61,483.5	$66,219.3	$69,307.3	$74,283.1	$77,538.8
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	8,834.4	9,005.3	8,937.3	8,299.0	8,052.9	8,052.9	8,052.9	8,441.9	8,441.9
Total Vehicle Miles (000's)	10,421.7	10,503.4	9,826.5	9,116.5	8,847.6	8,847.6	8,847.6	9,272.7	9,272.7
Revenue Vehicle Hours (000's)	699.0	698.4	695.2	649.3	626.3	626.3	626.3	656.5	656.5
Total Vehicle Hours (000's)	723.1	777.4	733.0	683.6	659.6	659.6	659.6	691.2	691.2
Linked Passengers (000's)	11,042.3	10,972.8	10,949.7	10,603.0	10,341.2	10,327.6	10,160.1	11,123.8	11,006.2
Unlinked Passengers (000's)	15,091.1	15,028.8	14,997.8	14,527.6	14,168.3	14,149.5	13,919.8	15,242.0	15,080.7
Full-Time Employee Equivalent	816	628	634	613	602	602	602	602	602
PERFORMANCE CHARACTERISTICS:									
Revenue/Unlinked Passenger	$0.72	$0.75	$0.79	$0.87	$0.93	$0.94	$1.04	$1.20	$1.22
Cost/Unlinked Passenger	$3.72	$3.70	$4.08	$4.15	$4.34	$4.68	$4.98	$4.87	$5.14
Subsidy/Unlinked Passenger	$3.01	$2.95	$3.29	$3.28	$3.41	$3.74	$3.94	$3.68	$3.92
Cost/Revenue Vehicle Hour	$80.41	$79.52	$88.00	$92.89	$98.16	$105.73	$110.66	$113.14	$118.10
Passengers/Revenue Vehicle Hour	21.6	21.5	21.6	22.4	22.6	22.6	22.2	23.2	23.0
Operating Ratio (Fares+MI/Cost)[2]	19.5%	20.5%	19.8%	21.4%	22.0%	20.7%	21.9%	25.5%	24.7%

NOTES:

1. FY2005 and FY2006 includes contracted service data.

2. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 7 Projected Characteristics Fixed Route

SYSTEM: OMNITRANS FIXED ROUTE (Directly Operated + Contracted)[1]
PREPARED BY: IBI/CTG

FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	145	145	145	138	136	136	136	148	148
Spare Vehicles for Maintenance and Other Purposes	31	31	31	31	31	31	31	35	35
Spare Ratio	17.6%	17.6%	17.6%	18.3%	18.6%	18.6%	18.6%	19.1%	19.1%
Energy Contengency Reserve	6	6	6	6	6	6	6	6	6
Subtotal Fixed Route Vehicles	182	182	182	175	173	173	173	189	189
Demand Response:									
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0
Spare Vehicles	0	0	0	0	0	0	0	0	0
Total Vehicles	182	182	182	175	173	173	173	189	189
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	12	0
New Replacement Vehicles Delivered	23	0	0	15	15	15	15	15	15
FINANCIAL DATA:									
Fare Revenue ($000's)	$10,736.8	$11,177.3	$11,854.0	$12,535.9	$13,035.7	$13,204.9	$14,429.1	$18,116.9	$18,321.4
Measure I Fare Subsidy ($000)	$151.9	$147.7	$185.4	$284.6	$395.9	$415.1	$646.4	$750.6	$742.7
Operating Cost ($000's)	$55,152.2	$54,598.8	$60,127.7	$59,150.3	$60,248.8	$64,924.6	$67,961.7	$72,897.8	$76,102.5
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	8,581.8	8,783.3	8,704.3	8,115.1	7,869.0	7,869.0	7,869.0	8,258.0	8,258.0
Total Vehicle Miles (000's)	10,039.1	10,122.9	9,512.9	8,869.0	8,600.0	8,600.0	8,600.0	9,025.1	9,025.1
Revenue Vehicle Hours (000's)	676.6	679.3	676.2	634.3	611.3	611.3	611.3	641.5	641.5
Total Vehicle Hours (000's)	692.4	747.6	706.6	662.8	638.8	638.8	638.8	670.4	670.4
Linked Passengers (000's)	10,989.3	10,919.7	10,889.7	10,557.1	10,295.0	10,281.0	10,113.7	11,078.2	10,960.6
Unlinked Passengers (000's)	15,038.2	14,975.7	14,937.9	14,481.7	14,122.1	14,102.9	13,873.4	15,196.5	15,035.2
Full-Time Employee Equivalent	774	610	617	596	585	585	585	585	585
PERFORMANCE CHARACTERISTICS:									
Revenue/Unlinked Passenger	$0.71	$0.75	$0.79	$0.87	$0.92	$0.94	$1.04	$1.19	$1.22
Cost/Unlinked Passenger	$3.67	$3.65	$4.03	$4.08	$4.27	$4.60	$4.90	$4.80	$5.06
Subsidy/Unlinked Passenger	$2.95	$2.90	$3.23	$3.22	$3.34	$3.67	$3.86	$3.60	$3.84
Cost/Revenue Vehicle Hour	$81.51	$80.37	$88.92	$93.26	$98.55	$106.20	$111.17	$113.63	$118.62
Passengers/Revenue Vehicle Hour	22.2	22.0	22.1	22.8	23.1	23.1	22.7	23.7	23.4
Operating Ratio (Fares+MI/Cost)[1]	19.7%	20.7%	20.0%	21.7%	22.3%	21.0%	22.2%	25.9%	25.1%

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 8 Projected Characteristics Omnilink

SYSTEM: OMNILINK
PREPARED BY: IBI/CTG

FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0
Spare Vehicles for Maintenance and Other Purposes	0	0	0	0	0	0	0	0	0
Spare Ratio	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Energy Contengency Reserve	0	0	0	0	0	0	0	0	0
Subtotal Fixed Route Vehicles	0	0	0	0	0	0	0	0	0
Demand Response:									
Peak-Hour Fleet	8	8	8	9	9	9	9	9	9
Spare Vehicles	4	4	4	4	4	4	4	4	4
Total Vehicles	12	12	12	13	13	13	13	13	13
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	0	0
New Replacement Vehicles Delivered	0	2	4	4	0	2	2	2	2
FINANCIAL DATA:									
Fare Revenue ($000's)	$59.5	$53.3	$56.6	$77.6	$78.2	$78.9	$88.7	$101.2	$101.3
Measure I Fare Subsidy ($000)	$8.7	$8.7	$9.8	$7.6	$7.6	$7.6	$7.6	$7.5	$7.5
Operating Cost ($000's)	$1,053.2	$936.7	$1,052.4	$1,159.0	$1,234.6	$1,294.7	$1,345.6	$1,385.3	$1,436.4
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	252.6	222.0	233.0	183.9	183.9	183.9	183.9	183.9	183.9
Total Vehicle Miles (000's)	382.6	380.4	313.6	247.6	247.6	247.6	247.6	247.6	247.6
Revenue Vehicle Hours (000's)	22.4	19.1	19.0	15.0	15.0	15.0	15.0	15.0	15.0
Total Vehicle Hours (000's)	30.7	29.8	26.4	20.8	20.8	20.8	20.8	20.8	20.8
Linked Passengers (000's)	52.9	53.1	60.0	45.9	46.2	46.6	46.4	45.6	45.6
Unlinked Passengers (000's)	52.9	53.1	60.0	45.9	46.2	46.6	46.4	45.6	45.6
Full-Time Employee Equivalent	42	18	17	17	17	17	17	17	17
PERFORMANCE CHARACTERISTICS:									
Revenue/Unlinked Passenger	$1.12	$1.00	$0.94	$1.69	$1.69	$1.69	$1.91	$2.22	$2.22
Cost/Unlinked Passenger	$19.90	$17.64	$17.55	$25.24	$26.74	$27.80	$29.03	$30.41	$31.52
Subsidy/Unlinked Passenger	$18.78	$16.63	$16.61	$23.55	$25.05	$26.11	$27.12	$28.19	$29.30
Cost/Revenue Vehicle Hour	$47.10	$49.17	$55.39	$77.27	$82.31	$86.31	$89.71	$92.35	$95.76
Passengers/Revenue Vehicle Hour	2.4	2.8	3.2	3.1	3.1	3.1	3.1	3.0	3.0
Operating Ratio (Fares+MI/Cost)[1]	6.5%	6.6%	6.3%	7.4%	6.9%	6.7%	7.2%	7.8%	7.6%

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 9 Projected Characteristics Access

SYSTEM: ACCESS
PREPARED BY: IBI/CTG

FLEET CHARACTERISTICS:	2005 Actual	2006 Actual	2007 Estimated	2008 Planned	2009 Planned	2010 Planned	2011 Planned	2012 Planned	FY 2013 Planned
Fixed Route:									
Peak-Hour Fleet	0	0	0	0	0	0	0	0	0
Spare Vehicles for Maintenance and Other Purposes	0	0	0	0	0	0	0	0	0
Spare Ratio	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Energy Contengency Reserve	0	0	0	0	0	0	0	0	0
Subtotal Fixed Route Vehicles	0	0	0	0	0	0	0	0	0
Demand Response:									
Peak-Hour Fleet	81	81	81	81	81	81	81	81	81
Spare Vehicles	8	8	8	8	8	8	8	8	8
Total Vehicles	89	89	89	89	89	89	89	89	89
New Expansion Vehicles Delivered	0	0	0	0	0	0	0	0	0
New Replacement Vehicles Delivered	0	23	21	37	13	23	23	23	23
FINANCIAL DATA:									
Fare Revenue ($000's)	$1,041.6	$1,049.4	$1,052.7	$1,256.8	$1,353.2	$1,403.3	$1,629.3	$1,863.0	$1,891.5
Measure I Fare Subsidy ($000)	$110.6	$108.6	$102.8	$101.6	$101.3	$103.5	$107.2	$105.1	$104.1
Operating Cost ($000's)	$7,864.7	$8,751.0	$9,591.5	$11,453.6	$12,033.4	$12,631.9	$13,129.0	$13,514.0	$14,008.4
OPERATING CHARACTERISTICS:									
Revenue Vehicle Miles (000's)	2,627.2	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5	2,694.5
Total Vehicle Miles (000's)	3,361.5	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3	3,459.3
Revenue Vehicle Hours (000's)	160.1	163.5	163.5	163.5	163.5	163.5	163.5	163.5	163.5
Total Vehicle Hours (000's)	207.4	214.9	214.9	214.9	214.9	214.9	214.9	214.9	214.9
Linked Passengers (000's)	492.1	468.9	420.9	416.1	414.8	423.8	438.9	430.3	426.1
Unlinked Passengers (000's)	492.1	468.9	420.9	416.1	414.8	423.8	438.9	430.3	426.1
Full-Time Employee Equivalent	176	161	162	162	162	162	162	162	162
PERFORMANCE CHARACTERISTICS:			-48.0						
Revenue/Unlinked Passenger	$2.12	$2.24	$2.50	$3.02	$3.26	$3.31	$3.71	$4.33	$4.44
Cost/Unlinked Passenger	$15.98	$18.66	$22.79	$27.53	$29.01	$29.81	$29.91	$31.40	$32.87
Subsidy/Unlinked Passenger	$13.87	$16.42	$20.28	$24.51	$25.75	$26.50	$26.20	$27.07	$28.44
Cost/Revenue Vehicle Hour	$49.12	$53.53	$58.67	$70.06	$73.60	$77.26	$80.30	$82.66	$85.68
Passengers/Revenue Vehicle Hour	3.1	2.9	2.6	2.5	2.5	2.6	2.7	2.6	2.6
Operating Ratio (Fares+MI/Cost)[1]	14.7%	13.2%	12.0%	11.9%	12.1%	11.9%	13.2%	14.6%	14.2%

NOTES:

1. Operating Ratio = (Fare Revenue + Measure I Subsidy)/Operating Cost. Does not include exemptions allowed by Transportation Development Act (TDA) law. Application of qualifying exemptions would result in a higher farebox recovery ratio for the years in which they could be applied.

Table 10 Summary of Six-Year (FY 2008-2013) Operating Expenses and Revenues ($000)

Fiscal Year	Operating Expenses*	Operating Revenues					
		Passenger Revenue	LTF	STAF	FTA Sec. 5307	Measure "I"	Other Revenue
FIXED ROUTE	$54,906.3	$12,613.5	$40,455.1	$0.0	$0.0	$292.1	$1,545.6
ACCESS	$11,453.6	$1,256.8	$3,468.9	$0.0	$0.0	$6,727.9	$0.0
2007-2008	**$66,359.9**	**$13,870.3**	**$43,924.0**	**$0.0**	**$0.0**	**$7,020.0**	**$1,545.6**
FIXED ROUTE	$50,056.0	$13,113.8	$34,979.5	$0.0	$0.0	$403.5	$1,559.1
ACCESS	$12,033.4	$1,353.2	$3,782.9	$0.0	$0.0	$6,897.3	$0.0
2008-2009	**$62,089.4**	**$14,467.0**	**$38,762.4**	**$0.0**	**$0.0**	**$7,300.8**	**$1,559.1**
FIXED ROUTE	$55,273.5	$13,283.7	$39,990.6	$0.0	$0.0	$422.8	$1,576.3
ACCESS	$12,631.9	$1,403.3	$4,058.5	$0.0	$0.0	$7,170.1	$0.0
2009-2010	**$67,905.3**	**$14,687.0**	**$44,049.2**	**$0.0**	**$0.0**	**$7,592.8**	**$1,576.3**
FIXED ROUTE	$67,171.1	$14,517.9	$50,405.3	$0.0	$0.0	$654.0	$1,593.8
ACCESS	$13,129.0	$1,629.3	$4,257.2	$0.0	$0.0	$7,242.5	$0.0
2010-2011	**$80,300.1**	**$16,147.2**	**$54,662.5**	**$0.0**	**$0.0**	**$7,896.5**	**$1,593.8**
FIXED ROUTE	$67,795.6	$18,218.1	$47,207.6	$0.0	$0.0	$758.2	$1,611.7
ACCESS	$13,514.0	$1,863.0	$4,196.7	$0.0	$0.0	$7,454.2	$0.0
2011-2012	**$81,309.6**	**$20,081.1**	**$51,404.4**	**$0.0**	**$0.0**	**$8,212.4**	**$1,611.7**
FIXED ROUTE	$66,630.6	$18,422.7	$45,827.8	$0.0	$0.0	$750.2	$1,629.9
ACCESS	$14,008.4	$1,891.5	$4,326.1	$0.0	$0.0	$7,790.7	$0.0
2012-2013	**$80,639.0**	**$20,314.2**	**$50,153.9**	**$0.0**	**$0.0**	**$8,540.9**	**$1,629.9**
6-Year Total	**$438,603.3**	**$99,566.9**	**$282,956.4**	**$0.0**	**$0.0**	**$46,563.5**	**$9,516.5**

* Excludes capitalized Preventive Maintenance, Leases, and Security for Fixed Route service.

Table 11 Summary of Six-Year (FY 2008-2013) Capital Costs and Funding ($000)

Fiscal Year	Capital Expenses*	Capital Revenues						
		LTF	STAF	FTA SEC. 5307	FTA SEC. 5309	CMAQ	Measure "I"	Other Revenue
FIXED ROUTE	$43,531.4	$6,899.5	$7,633.3	$11,480.7	$200.6	$9,317.2	$0.0	$8,000.0
ACCESS	$2,399.1	$0.0	$78.8	$1,919.3	$0.0	$0.0	$0.0	$401.0
2007-2008	**$45,930.4**	**$6,899.5**	**$7,712.1**	**$13,400.0**	**$200.6**	**$9,317.2**	**$0.0**	**$8,401.0**
FIXED ROUTE	$19,247.9	$2,387.7	$930.7	$12,686.7	$242.8	$0.0	$0.0	$3,000.0
ACCESS	$2,016.7	$0.0	$403.3	$1,613.3	$0.0	$0.0	$0.0	$0.0
2008-2009	**$21,264.5**	**$2,387.7**	**$1,334.1**	**$14,300.0**	**$242.8**	**$0.0**	**$0.0**	**$3,000.0**
FIXED ROUTE	$82,916.8	$2,295.3	$5,446.6	$14,133.9	$32,373.6	$18,464.3	$703.2	$9,500.0
ACCESS	$893.9	$0.0	$178.8	$715.1	$0.0	$0.0	$0.0	$0.0
2009-2010	**$83,810.7**	**$2,295.3**	**$5,625.3**	**$14,849.0**	**$32,373.6**	**$18,464.3**	**$703.2**	**$9,500.0**
FIXED ROUTE	$63,054.2	$537.5	$3,322.9	$15,395.2	$36,932.6	$0.0	$2,366.0	$4,500.0
ACCESS	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
2010-2011	**$63,054.2**	**$537.5**	**$3,322.9**	**$15,395.2**	**$36,932.6**	**$0.0**	**$2,366.0**	**$4,500.0**
FIXED ROUTE	$36,414.8	$12,226.2	$2,099.9	$13,902.2	$5,692.6	$0.0	$2,494.0	$0.0
ACCESS	$2,554.9	$0.0	$511.0	$2,043.9	$0.0	$0.0	$0.0	$0.0
2011-2012	**$38,969.7**	**$12,226.2**	**$2,610.9**	**$15,946.1**	**$5,692.6**	**$0.0**	**$2,494.0**	**$0.0**
FIXED ROUTE	$20,630.6	$2,299.9	$1,836.1	$16,494.5	$0.0	$0.0	$0.0	$0.0
ACCESS	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
2012-2013	**$20,630.6**	**$2,299.9**	**$1,836.1**	**$16,494.5**	**$0.0**	**$0.0**	**$0.0**	**$0.0**
6-Year Total	**$273,660.2**	**$26,646.0**	**$22,441.4**	**$90,384.8**	**$75,442.2**	**$27,781.5**	**$5,563.2**	**$25,401.0**

* Includes capitalized Preventive Maintenance, Leases, and Security for Fixed Route service.

Capital Project Tables

The tables in this section describe the capital projects to be undertaken by Omnitrans in the FY 2008-2013 period. They will be used by both Omnitrans and SANBAG in developing budgets, programming documents, and grant applications.

Table 13 Capital Project Tables

sbX PE, Environmental, TOD, and Construction

SRTP #:
Omni Budget #:
Project ID: 200625
Program Code:
FTA Scope: 11.21.01

Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
SBX Program for San Bernardino Valley-wide Rapid Transit Program.

Project Justification:
Sbx program for San Bernardino Valley-wide Rapid Transit Program. This project includes the Preliminary Engineering, Transit Oriented Development, Project Management, Environmental Review, Final Design , Engineering, and Construction

Significant Changes Since Last SRTP:
The locally preferred alternative was selected and approved in FY06. Engineering and Environmental will begin in FY08. This project has been included in SCAGs RTP and RTIP.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	In Kind	STAF	LTF	Prop 1B	Measure I	LTF Art. 3	STIP	TOTAL
2008	SBX - PE/Environmental	$ 3,653					3,413	2,500				$ 5,000	$ 14,567
2009	SBX - Planned	$ -							$ 3,000			$ -	$ 3,000
2010	SBX - Planned	$ -	$ 32,374		$ 1,720	$ 4,500			$ 5,000	$ 703			$ 44,297
2011	SBX - Planned	$ -	$ 36,933			$ 4,500				$ 2,366			$ 43,799
2012	SBX - Planned	$ -	$ 5,693					$ 10,814		$ 2,494			$ 19,001
2013	SBX - Planned	$ -											$ -
TOTAL		$ 3,653	$ 74,999	$ -	$ 1,720	$ 9,000	$ 3,413	$ 13,314	$ 8,000	$ 5,563	$ -	$ 5,000	$ 124,663

sbX Vehicles

SRTP #: 14
Omni Budget #:
Project ID: NEW
Program Code:
FTA Scope: 11.21.01

Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
SBX Vehicles for San Bernardino Valley-wide Rapid Transit Program.

Project Justification:
Funding here provides for the purchase of 16 articulated coaches to be used for the Sbx project.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	In Kind	STAF	LTF	Prop 1B	Measure I	LTF Art. 3	STIP	TOTAL
2008	SBX - PE/Environmental												$ -
2009	SBX - Planned												$ -
2010	SBX - Planned				$ 14,427		$ 3,607						$ 18,034
2011	SBX - Planned												$ -
2012	SBX - Planned												$ -
2013	SBX - Planned												$ -
TOTAL		$ -	$ -	$ -	$ 14,427	$ -	$ 3,607	$ -	$ -	$ -	$ -	$ -	$ 18,034

Revenue Vehicles

SRTP #:
Omni Budget #:
Project ID: SBD090105
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Purchase replacement coaches. Vehicles will be equiped with wheelchair lift or low floor, two tie-downs, kneeling features, air conditioning and auxilary equipment. Engines will be alternative fuel.

Project Justification:

Replacement Coaches are needed to replace coaches that have reached standard replacement life. Thrity (30) coaches are scheduled for replacment in FY2008, and then coaches will be replaced at approximately 15 coaches a year starting in 2010.

Significant Changes Since Last SRTP:

Omnitrans decided to smooth purchase of large coaches after FY2008. The plan is to purchase 15 coaches a year starting FY10. Omnitrans will utilize CMAQ funding when available. CMAQ funding moved from FY 2008 and 2009 to FY 2008 , 2010.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Revenue Vehicles - 30	$ 826			$ 9,317		$ 2,536						$ 12,679
2009	Revenue Vehicles - 15	$ -			$ -								$ -
2010	Revenue Vehicles - 15	$ 2,790			$ 2,317		$ 1,277						$ 6,384
2011	Revenue Vehicles - 15	$ 5,304					$ 1,326						$ 6,629
2012	Revenue Vehicles - 15	$ 5,495			$ -		$ 1,374						$ 6,869
2013	Revenue Vehicles - 15	$ 5,692			$ -		$ 1,423						$ 7,115
TOTAL		$ 20,107	$ -	$ -	$ 11,634	$ -	$ 7,935	$ -	$ -	$ -	$ -	$ -	$ 39,677

Service Vehicles

SRTP #:
Omni Budget #:
Project ID: SBD31084
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Purchase replacement vehicles. Vehicles are used to provide service to the Omnitrans operation. The vehicles are used in Operations, Marketing and for Omnitrans support staff.

Project Justification:

Replacement vehicles are replaced once they reached standard replacement life; 5 years or 100,000 miles. Service include: Supervisor Vans, Roadcall Repair Vehicles, Stops and Zones Repair and Maintenance Vehicles, Facility Repair and Maintenance Vehicles and other support vehicles. Replacements are planned as followed: 2008 - 7 vans, 1 roadcall truck, 1 marketing truck, 1 marketing trailer; 2009 - 2 marketing trucks, 9 vans, 1 marketing van; 2010 - 1 facilities truck, 1 lift truck, 6 leases vehicles; 2011 - 1 lift truck; 2012 - 1 roadcall truck, 24 leased vehicles; 2013 - 1 roadcall truck.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	7 vans, 2 truck,	$ 316					$ 79						$ 395
2009	Service Vehicles	$ 486					$ 122						$ 608
2010	Service Vehicles	$ 223					$ 56						$ 279
2011	Service Vehicles	$ 46					$ 12						$ 58
2012	Service Vehicles	$ 726					$ 182						$ 908
2013	Service Vehicles	$ 36					$ 9						$ 45
TOTAL		$ 1,834	$ -	$ -	$ -	$ -	$ 459	$ -	$ -	$ -	$ -	$ -	$ 2,293

Service Equipment

SRTP #:
Omni Budget #:
Project ID: 200088
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
Bus System - Service Equipment: Purchase maintenance equipment for east and west valley facilities.

Project Justification:
Equipment will be used to replace/supplement outmoded equipment now in use. The goal is to improve operational efficiency.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Service Equipment						$ 60						$ 60
2009	Service Equipment						$ 75						$ 75
2010	Service Equipment						$ 11						$ 11
2011	Service Equipment						$ -						$ -
2012	Service Equipment						$ 24						$ 24
2013	Service Equipment						$ -						$ -
TOTAL		$ -	$ -	$ -	$ -	$ -	$ 171	$ -	$ -	$ -	$ -	$ -	$ 171

Transit Enhancements

SRTP #:
Omni Budget #:
Project ID: 981111
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Transit - Enhancements: 1% Transit Enhancement.

Project Justification:

This funding will be used to enhance pedestrian improvements in conjunction with city projects to increase accessibility to bus stops.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/ Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Transit Enhancements	$ 135					$ 34						$ 169
2009	Transit Enhancements	$ 143					$ 36						$ 179
2010	Transit Enhancements	$ 148					$ 37						$ 186
2011	Transit Enhancements	$ 154					$ 38						$ 192
2012	Transit Enhancements	$ 159					$ 40						$ 199
2013	Transit Enhancements	$ 165					$ 41						$ 206
TOTAL		$ 905	$ -	$ -	$ -	$ -	$ 226	$ -	$ -	$ -	$ -	$ -	$ 1,132

Security

SRTP #:
Omni Budget #:
Project ID: 981114
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Transit - Security: Capitalization of security costs.

Project Justification:

These expenditures are to abate operating costs by shifting the expenses to capital financing. According to FTA guidelines, at least 1% of Section 5307 funds must be used for security purposes.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/ Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	1% Security	$ 135						$ 34					$ 169
2009	1% Security	$ 143						$ 36					$ 179
2010	1% Security	$ 148						$ 37					$ 186
2011	1% Security	$ 154						$ 38					$ 192
2012	1% Security	$ 159						$ 40					$ 199
2013	1% Security	$ 165						$ 41					$ 206
TOTAL		$ 905	$ -	$ -	$ -	$ -	$ -	$ 226	$ -	$ -	$ -	$ -	$ 1,132

Preventive Maintenance

SRTP #: 4
Omni Budget #:
Project ID:
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Bus System - General: Capitalization of preventive maintenance

Project Justification:

Significant Changes Since Last SRTP:

Omnitrans funds Preventative Maintenance after funding all capital programs. This number will fluctuate with each SRTP as new programs become critical for Omnitrans

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/ Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Preventative Maintenance	$ 1,445						$ 3,581					$ 5,026
2009	Preventative Maintenance	$ 8,824						$ 2,206					$ 11,031
2010	Preventative Maintenance	$ 8,478						$ 2,119					$ 10,597
2011	Preventative Maintenance	$ 1,413						$ 353					$ 1,766
2012	Preventative Maintenance	$ 4,876						$ 1,219					$ 6,094
2013	Preventative Maintenance	$ 8,393						$ 2,098					$ 10,491
TOTAL		$ 33,428	$ -	$ -	$ -	$ -	$ -	$ 11,577	$ -	$ -	$ -	$ -	$ 45,005

Management Information Systems

SRTP #:
Omni Budget #:
Project ID: SBD31055
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Transit - Administration Equipment: Purchase Management Information Systems (MIS) for East and West Valley facilities and provide training for new/upgraded equipment.

Project Justification:

MIS equipment will be used to replace/supplement outmoded equipment now in use and incorporate new technologies. The goal is to improve operational efficiency.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Management Information Systems	$ 1,084					$ 271						$ 1,355
2009	Management Information Systems	$ 1,929					$ 482						$ 2,411
2010	Management Information Systems	$ 1,104					$ 276						$ 1,380
2011	Management Information Systems	$ 5,648					$ 1,412						$ 7,060
2012	Management Information Systems	$ 1,525					$ 381						$ 1,907
2013	Management Information Systems	$ 855					$ 214						$ 1,069
TOTAL		$ 12,146	$ -	$ -	$ -	$ -	$ 3,036	$ -	$ -	$ -	$ -	$ -	$ 15,182

Office Equipment

SRTP #:
Omni Budget #:
Project ID: SBD31073
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Transit - Administration Equipment: Purchase office equipment for East and West Valley facilities.

Project Justification:

Equipment will be used to replace worn out furnishings, expand and update administrative/support capabilities. The goal is to improve operational efficiency.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Office Eq. & Furniture						$ 10						$ 10
2009	Office Eq. & Furniture						$ 11						$ 11
2010	Office Eq. & Furniture						$ 11						$ 11
2011	Office Eq. & Furniture						$ 12						$ 12
2012	Office Eq. & Furniture						$ 12						$ 12
2013	Office Eq. & Furniture						$ 12						$ 12
TOTAL		$ -	$ -	$ -	$ -	$ -	$ 68	$ -	$ -	$ -	$ -	$ -	$ 68

Stops and Zones

SRTP #:
Omni Budget #:
Project ID: SBD31075
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Bus System - Passenger Facilities (Benches, Shelters, etc.). Purchase stops and zones equipment to replace, improve, or enhance stops in fixed-route operation.

Project Justification:

Equipment will be used to replace/supplement current amenities at fixed-route bus stops. Equipment is needed to accommodate continuation and expansion of fixed-route service.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Stop and Zones	$ 20					$ 5						$ 25
2009	Stop and Zones	$ 50					$ 13						$ 63
2010	Stop and Zones	$ 21					$ 5						$ 27
2011	Stop and Zones	$ 32					$ 8						$ 39
2012	Stop and Zones	$ 66					$ 16						$ 82
2013	Stop and Zones	$ 34					$ 8						$ 42
TOTAL		$ 223	$ -	$ -	$ -	$ -	$ 56	$ -	$ -	$ -	$ -	$ -	$ 279

Replacement Paratransit Vehicles

SRTP #:
Omni Budget #:
Project ID: 20040211
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Paratransit - Vehicles (Repl.: Gas/Diesel): Purchase replacement paratransit vans. Vans will be lift equipped and run on conventional fuel source, unless a CARB approved engine is found that meets Omnitrans service requirements.

Project Justification:

Vehicles being replaced will have reached standard replacement life of 4 years/100,000 miles. The following replacements are planned: 2008 - 25, 2009 - 25, 2010 - 10, and 2012 - 25.

Significant Changes Since Last SRTP:

The funding pattern of the Paratransit fleet changed as Omnitrans moved up delivery of Paratransit Vehicles. Omnitrans took delivery of 25 vehicles in FY 2006 and should take delivery of an additional 25 in FY 2007. This will 'smooth" the replacement pattern.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Paratransit Vehicles - 25	$ 1,557		$ 401			$ 441						$ 2,399
2009	Paratransit Vehicles - 25	$ 1,613					$ 403						$ 2,017
2010	Paratransit Vehicles - 10	$ 715					$ 179						$ 894
2011	Paratransit Vehicles	$ -					$ -						$ -
2012	Paratransit Vehicles - 25	$ 2,044					$ 511						$ 2,555
2013	Paratransit Vehicles	$ -					$ -						$ -
TOTAL		$ 5,929	$ -	$ 401	$ -	$ -	$ 1,534	$ -	$ -	$ -	$ -	$ -	$ 7,864

Capitalization of Leases

SRTP #:
Omni Budget #:
Project ID: SBD43012
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Capitalization of Operating facility lease for West Valley Access and Omnilink service/ Voice/data communications base station and antenna tower sites. This also includes capitalization of the Tire Lease

Project Justification:

Omnitrans does not own appropriate property and facilities for these purposes and therefore these expenditures can be shifted to capital financing

Significant Changes Since Last SRTP:

During the FY2008 budget year Omnitrans made a decision to Capitalize its tire lease in accordance with capitalization procedures. This had a significant impact on the increase expenditures in Capitalizatin of Leases total funding request.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Capitalization of Leases	$ 561						$ 140					$ 701
2009	Capitalization of Leases	$ 583						$ 146					$ 729
2010	Capitalization of Leases	$ 555						$ 139					$ 694
2011	Capitalization of Leases	$ 583						$ 146					$ 729
2012	Capitalization of Leases	$ 612						$ 153					$ 765
2013	Capitalization of Leases	$ 642						$ 160					$ 802
TOTAL		$ 3,536	$ -	$ -	$ -	$ -	$ -	$ 884	$ -	$ -	$ -	$ -	$ 4,420

Revenue Equipment

SRTP #: 16
Omni Budget #:
Project ID: 20040805
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
Improvement, upkeep, or replacement of equipment used in revenue service.

Project Justification:

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Revenue Equipment												$ -
2009	Revenue Equipment												$ -
2010	Revenue Equipment												$ -
2011	Revenue Equipment												$ -
2012	Revenue Equipment												$ -
2013	Revenue Equipment	$ 398					$ 100						$ 498
TOTAL		$ 398	$ -	$ -	$ -	$ -	$ 100	$ -	$ -	$ -	$ -	$ -	$ 498

Alternative Fueling Facilities

SRTP #:
Omni Budget #:
Project ID: 20040829
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
Transit - Fueling Facilities: Rehabilitation and maintenance of alternative fueling facilities.

Project Justification:
Various maintenance equipment will be replaced, repaired and/or refurbished to enhance fueling capabilities and to replace parts that have become worn or no longer able to meet up-to-date air quality standards. Refurbishment will occur every 4 years.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Alt. Fueling Facilities Maint.	$ 62					$ 16						$ 78
2009	Alt. Fueling Facilities Maint.	$ 65					$ 16						$ 81
2010	Alt. Fueling Facilities Maint.	$ 153					$ 38						$ 191
2011	Alt. Fueling Facilities Maint.	$ 102					$ 26						$ 128
2012	Alt. Fueling Facilities Maint.	$ 120					$ 30						$ 150
2013	Alt. Fueling Facilities Maint.	$ 75					$ 19						$ 93
TOTAL		$ 577	$ -	$ -	$ -	$ -	$ 144	$ -	$ -	$ -	$ -	$ -	$ 721

Chino Transitcenter

SRTP #:
Omni Budget #:
Project ID: 20020807
Program Code:
FTA Scope:
Status: _____ no change
X _____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

The Chino Transit Center serves as the transportation hub for Omnitrans West Valley Service and provides inter-county transit connections to Los Angeles and Orange Counties. Phase II of the project involves building additional bus bays for future inter-county routes to/from Los Angeles and Riverside counties.

Project Justification:

The existing facility has reached capacity with three different transit agencies stopping at this location.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Chino Transcenter	$ -					$ -						$ -
2009	Chino Transcenter	$ 267					$ 67						$ 333
2010	Chino Transcenter	$ -					$ -						$ -
2011	Chino Transcenter	$ 1,754					$ 439						$ 2,193
2012	Chino Transcenter	$ -					$ -						$ -
2013	Chino Transcenter	$ -					$ -						$ -
TOTAL		$ 2,021	$ -	$ -	$ -	$ -	$ 505	$ -	$ -	$ -	$ -	$ -	$ 2,526

Ontario Transitcenter

SRTP #:
Omni Budget #:
Project ID: 981118
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

In conjunction with the city of Ontario, Omnitans is creating a trancenter in downtown Ontario, California. This project was funded in FY2006 for $190,654 and in FY2007 at $200,640. These amounts were funded with FTA 5309 and STAF funds.

Project Justification:

The funding for this project was appropriated in 2006 under SAFETA-LU. The funding was for four years and started in FY06. Omnitrans will only need to provide a match to the FTA Section 5309 Funding.

Significant Changes Since Last SRTP:

The amount budgeted in FY 08 is a result of Section 5309 FY07 Appropriations.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Ontario Transcenter	$ -	$ 201				$ 50						$ 251
2009	Ontario Transcenter	$ -	$ 243				$ 61						$ 303
2010	Ontario Transcenter	$ -											$ -
2011	Ontario Transcenter	$ -											$ -
2012	Ontario Transcenter	$ -											$ -
2013	Ontario Transcenter	$ -											$ -
TOTAL		$ -	$ 443	$ -	$ -	$ -	$ 111	$ -	$ -	$ -	$ -	$ -	$ 554

Chaffey Transitcenter

SRTP #:
Omni Budget #:
Project ID:
Program Code:
FTA Scope:
Status: _____ no change
X _____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

The Chaffey College Transit Center will provide a centralized location for several Omnitrans routes to pick-up and drop off passengers integrated into the campus. The stop will have shelters, seating areas and information kioks.

Project Justification:

The student population of the Chaffey College campus continues to grow.. Providing convinent public transportation service can reducce the demand for parking stalls and provide opportunities for post-high school education for young adults that do not own a car.

Significant Changes Since Last SRTP:

Chaffey Transcenter is scheduled to STIP funding in FY08 to pursue this project.

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Chaffey Transcenter	$ -										$ 3,000	$ 3,000
2009	Chaffey Transcenter	$ -											$ -
2010	Chaffey Transcenter	$ -											$ -
2011	Chaffey Transcenter	$ -											$ -
2012	Chaffey Transcenter	$ -											$ -
2013	Chaffey Transcenter	$ -											$ -
TOTAL		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,000	$ 3,000

Mid-Valley Facility

SRTP #:
Omni Budget #:
Project ID:
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:

Transit - Administrative & Maintenance Facility: Architectural, engineering, and construction costs for development of site for revenue service. Phase I is for the development of the Paratransit Facility.

Project Justification:

The Mid Valley Phase I project is to develop a Paratransit facility to replace the existing Rancho Cucamonga facility that is currently being leased by Omnitrans. This funding is in addition to the funding received in the FY07 Budget. The FY07 budget amount is $15,993,047.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Architecture/design	$ 2,633					$ 624	$ 575					$ 3,831
2009	Architecture/design	$ -					$ -						$ -
2010	Architecture/design	$ -					$ -						$ -
2011	Architecture/design	$ -					$ -						$ -
2012	Architecture/design	$ -					$ -						$ -
2013	Architecture/design	$ -					$ -						$ -
TOTAL		$ 2,633	$ -	$ -	$ -	$ -	$ 624	$ 575	$ -	$ -	$ -	$ -	$ 3,831

Mid-Life Vehicle Rehabilitation

SRTP #:
Omni Budget #:
Project ID: 200089
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
Bus System - Buses Rehab - Midlife repair of coaches and replacement of worn/outmoded parts.

Project Justification:
Omnitrans replaces and updates and overhails parts on buses in order to keep them running

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

Fiscal Year		Federal					State/Local						
Program/ Budget		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Mid-life Rehab	$ 280						$ 70					$ 350
2009	Mid-life Rehab	$ -											$ -
2010	Mid-life Rehab	$ -											$ -
2011	Mid-life Rehab	$ -											$ -
2012	Mid-life Rehab	$ -											$ -
2013	Mid-life Rehab	$ -											$ -
TOTAL		$ 280	$ -	$ -	$ -	$ -	$ -	$ 70	$ -	$ -	$ -	$ -	$ 350

Facility Improvements

SRTP #:
Omni Budget #:
Project ID: 20020806
Program Code:
FTA Scope:
Status: _____ no change
_____ new project
_____ scope change
_____ funding change
_____ Local $ > 20%

Project Description:
Transit - Facilities: Improvement/upkeep of existing facilities.

Project Justification:
Facility improvements and upkeep are necessary to make sure that they are kept in working order and do not fall into disrepair. Each year the maintenance department identifies specific projects that are include in this allocation.

Significant Changes Since Last SRTP:

POTENTIAL FUNDING SOURCES SUMMARY (IN $000's)

		Federal					State/Local						
Fiscal Year/Project		5307	5309	5310	CMAQ	JA/RC	STAF	LTF	AB2766	Carl Moyer	LTF Art. 3	STIP	TOTAL
2008	Facility Improvements	$ 692					$ 173						$ 865
2009	Facility Improvements	$ 197					$ 49						$ 246
2010	Facility Improvements	$ 513					$ 128						$ 641
2011	Facility Improvements	$ 205					$ 51						$ 257
2012	Facility Improvements	$ 163					$ 41						$ 203
2013	Facility Improvements	$ 40					$ 10						$ 50
TOTAL		$ 1,808	$ -	$ -	$ -	$ -	$ 452	$ -	$ -	$ -	$ -	$ -	$ 2,261

Governments SANBAG Working Together

San Bernardino Associated Governments

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TRANSPORTATION MEASURE I

■ 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: 9

Date: April 18, 2007

Subject: Methodology for Selection of Railroad Grade Separation Projects for Project Development Funding

Recommendation:* 1. Approve the methodology for selecting railroad grade separation projects for project development funding
2. Direct staff to return with a recommended list of grade separation projects for funding of project development

Background: On April 4, 2007, the SANBAG Board approved a loan of Measure I Valley Major Projects Funds to fund project development for up to five railroad grade separation projects to be repaid from Measure I 2010-2040 Valley Arterial Funds. This addresses a critical need to develop a shelf-ready set of grade separation projects to take advantage of the funding that is expected to become available from the Trade Corridor Investment Fund (TCIF) and the Highway-Railroad Crossing Safety Account of Proposition 1B. In this item, staff requests approval of a process and methodology to select the next tier of railroad grade separation projects for development through use of the loaned funds.

The first series of grade separation projects to which state Traffic Congestion Relief Program (TCRP), federal Congestion Mitigation/Air Quality (CMAQ), and SAFETEA-LU funds were allocated includes: Ramona Avenue, Monte Vista Avenue, Milliken Avenue, State Street/University Pkwy, and Hunts Lane. Ramona and State/University will start construction in the next several months, and the remaining three projects are well into final design. Four of the five projects are fully funded through construction utilizing the above funds, other

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Approved
Plans and Programs Committee

Date:

Moved: *Second:*
In Favor: *Opposed:* *Abstained:*

Witnessed: _____

federal funds, Public Utilities Commission Funds, and railroad contributions. Milliken Avenue is partially funded.

SANBAG's Inland Goods Movement Corridor Study: Rail Crossing Improvement Plan, completed in 2000, identified first tier (which included the five projects listed above) and second tier grade separation projects, as well as other rail crossings in need of safety improvement. This information was incorporated into the Alameda Corridor East (ACE) Trade Corridor Plan of 2001, which provided comparable information for all 130 ACE grade separation projects in Los Angeles, Orange, Riverside, and San Bernardino Counties. The ACE Trade Corridor Plan was updated in 2006, with emphasis on an update of the cost estimates. A listing of the updated costs and possible implementation schedules for grade separation projects in San Bernardino County is provided as Attachment 1. The list is not in priority order. A full re-evaluation of the delay analysis (which was used in the prioritization of projects for the 2001 ACE Trade Corridor Plan) was not conducted in the 2006 update.

Staff proposes the following process and methodology to select the five grade separations for development through use of the loaned Measure I dollars:

1. Solicit candidate grade separation projects from local jurisdictions in the Valley that may be amenable to project development in the near future. (Note: staff recognizes that important grade separation projects exist outside the Valley, but this program is limited to Valley projects because of the source of the available funds). SANBAG staff may propose candidate projects in addition to those proposed by local jurisdictions based on available information in the 2001 and 2006 ACE Trade Corridor Plans.
2. Update the analysis of existing and forecast grade crossing delays for these projects based on existing and forecast traffic and train volumes, using the delay estimation methodology applied in the 2001 ACE Plan.
3. Combine the delay analysis with information on:
    - potential safety benefits,
    - potential noise reduction benefits,
    - level of complexity of the environmental process,
    - anticipated construction timeline,
    - local jurisdiction commitment to fund their fair share of project development activities,
    - availability of alternate project development funding, and
    - geographic balance.

Fair share amounts are identified in the SANBAG Development Mitigation Nexus Study. For any grade separation projects submitted by local jurisdictions that are

not addressed in the Nexus Study, a similar fair share analysis will be conducted as the basis for a minimum local match. Geographic balance across the Valley is also expected to be a consideration.

4. Identify the top five projects based on a combination of the above factors. SANBAG staff proposes to enlist a volunteer subgroup of the Comprehensive Transportation Plan Technical Advisory Committee to assist in this phase of the process. It is not anticipated that the projects will be prioritized within the top five.

In addition to approval of the above methodology framework, direction is requested that SANBAG staff return with a recommended list of projects for project development funding. It is anticipated that this process will require approximately three months.

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

Reviewed By: This item will be reviewed by the Plans and Programs Committee on April 18, 2007.

Responsible Staff: Steve Smith, Principal Transportation Analyst
Ty Schuiling, Director of Planning and Programming

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
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
MIS	Major Investment Study
MOU	Memorandum of Understanding

SANBAG Acronym List

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
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
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments

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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