



**PLANS AND PROGRAMS COMMITTEE**  
**WEDNESDAY, OCTOBER 23, 2019, 9:00 A.M.**  
**OMNITRANS METRO FACILITY**  
**1700 WEST 5TH STREET**  
**SAN BERNARDINO, CA 92411**

The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or Limited English Proficiency Services are needed in order to participate in the public meeting, requests should be made through the Recording Secretary at least three (3) business days prior to the Committee Meeting. The Recording Secretary's telephone number is 909-379-7110 (voice) or 909-384-9351 (TTY), located at 1700 West Fifth Street, San Bernardino, California. If you have comments about items on the agenda or other general concerns and are not able to attend the meeting, please mail them to Omnitrans at 1700 West Fifth Street, San Bernardino, California, Attention Board Secretary. Comments may also be submitted by email to [BoardSecretary@omnitrans.org](mailto:BoardSecretary@omnitrans.org).

**THIS MEETING IS AVAILABLE BY TELECONFERENCE AT THE FOLLOWING LOCATIONS AND WILL BE CONDUCTED IN ACCORDANCE WITH GOVERNMENT CODE SECTION 54953(B).**

**CITY OF CHINO HILLS, GOVERNMENT CENTER, COUNCIL OFFICE – 2<sup>ND</sup> FLOOR**  
**14000 CITY CENTER DRIVE, CHINO HILLS, CA 91709**

**CITY OF ONTARIO, 303 EAST B STREET, ONTARIO, CA 91764**

**THESE LOCATIONS ARE ACCESSIBLE TO THE PUBLIC AND MEMBERS OF THE PUBLIC MAY ADDRESS THE COMMITTEE FROM THESE TELECONFERENCE LOCATIONS**

**A. CALL TO ORDER**

1. Pledge of Allegiance
2. Roll Call

**B. ANNOUNCEMENTS/PRESENTATIONS**

1. Next Committee Meeting: January 22, 2020

**C. COMMUNICATIONS FROM THE PUBLIC**

This is the time and place for the general public to address the Board for items that are not on the agenda. In accordance with rules applicable to meetings of the Plans & Programs Committee, comments on items not on the agenda and on items on the agenda are to be limited to a total of three (3) minutes per individual.

**D. POSSIBLE CONFLICT OF INTEREST ISSUES**

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

N/A

**E. DISCUSSION ITEMS**

1. Approve Plans & Programs Committee Minutes – July 24, 2019
2. Adopt Proposed Calendar Year 2020 Committee Meeting Schedule – *Araceli Barajas*
3. Recommend the Board of Directors Adopt the Service Adjustment/Realignment Guiding Principles and Overall Scale of the Proposed Service Reduction/Realignment at 71,000 Service Hours Per Year and Receive and Receive Forward to the Board of Directors the Preliminary Draft Fixed-Route Service Proposals – *Jeremiah Bryant*

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**WEDNESDAY, OCTOBER 23, 2019, 9:00 A.M.**  
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**E. DISCUSSION ITEMS CONTINUED**

- |  |    |
|--|----|
| 4. Receive and Forward to the Board of Directors, Initial Draft Proposed ADA Access Service Changes – <i>Jeremiah Bryant</i> | 30 |
| 5. Receive and Forward to the Board of Directors, Zero Emission Bus Regulation Roll-Out Plan Update – <i>Connie Raya</i>     | 49 |
| 6. Receive and Forward to the Board of Directors, West Valley Connector Project Update – <i>Anna Jaiswal &amp; SBCTA</i>     | 61 |

**F. REMARKS AND ANNOUNCEMENTS**

**G. ADJOURNMENT**

ITEM # E1

**PLANS AND PROGRAMS COMMITTEE  
MINUTES  
JULY 24, 2019**

**A. CALL TO ORDER**

The Plans & Programs Committee Meeting was called to order by Committee Chair Penny Lilburn at 9:05 a.m., July 24, 2019.

**Committee Members Present**

Mayor Penny Lilburn, City of Highland – Committee Chair  
Council Member Ron Dailey, City of Loma Linda  
Mayor Cynthia Moran, City of Chino Hills – Via Teleconference  
Council Member Sam Spagnolo, City of Rancho Cucamonga  
Council Member Alan Warner, City of Ontario – Via Teleconference

**Committee Members Not Present**

Mayor Deborah Robertson, City of Rialto  
Supervisor Janice Rutherford, County of San Bernardino

**OmniTrans Administrative Staff Present**

P. Scott Graham, CEO/General Manager  
Trischelle Baysden, Director of Rail  
Shawn Brophy, Director of Operations  
Jeremiah Bryant, Director of Strategic Development  
Jacob Harms, Director of Information Technology  
Aaron Moore, Director of Special Transportation Services  
Suzanne Pfeiffer, Director Human Resources  
Connie Raya, Director of Maintenance  
Doug Stanley, Director of Special Transit Services  
Don Walker, Director of Finance  
Wendy Williams, Director of Marketing - Planning  
Omar Bryant, Maintenance Manager  
Adrienne Fernandez, Executive Staff Assistant  
Anna Jaiswal, Development Planning Manager  
Harry Morck, Network Administrator  
Eugenia Pinheiro, Contracts Manager

**B. ANNOUNCEMENTS/PRESENTATIONS**

There were no announcements.

**C. COMMUNICATION FROM THE PUBLIC**

There were no communications from the public.

**D. POSSIBLE CONFLICT OF INTEREST ISSUES**

There were no Conflicts of Interest Issues.

**E. DISCUSSION ITEMS**

1. Approve Plans & Programs Committee Minutes – April 24, 2019

M/S (Spagnolo/Dailey) that approved the Committee Minutes of April 24, 2019. Roll call vote was taken and the motion was passed unanimously by Members present.

2. Receive and Forward to the Board of Directors Development Project Updates

Development Planning Manager, Anna Jaiswal, provided a brief background on this item as detailed in the staff report.

Member Dailey asked when Omnitrans would know if the Low-No Grant application was successful and inquired what the implementation timeline would be. Ms. Jaiswal responded that the results would be available in September or October and stated that implementation of zero-emission buses would still begin by 2023 if the grant is not awarded; the grant would allow Omnitrans to purchase the first four electric buses in 2020.

Member Lilburn asked if the bus stops located at Crafton Hills College are solar powered. Ms. Jaiswal responded that they are. Member Lilburn asked if the 27 benches and 14 shelters were already spoken for. Ms. Jaiswal responded that staff worked with the cities to prioritize the locations by ridership and noted that the locations had been identified in the grant application.

The Committee received and forwarded this item to the Board.

3. Recommend the Board of Directors Approve the CEO/General Manager to Execute a New Revenue Agreement with California State University San Bernardino (CSUSB), Go Smart Program

Marketing Manager, Wendy Williams provided a brief background on this item as detailed in the staff report.

Member Lilburn asked if this program included both fixed route and sbX services. Ms. Williams responded that it included all fixed route services.

Member Moran asked if Omnitrans has agreements with other colleges. Ms. Williams responded that Chaffey, San Bernardino Valley and Crafton Hills colleges also participate in the program.

M/S (Spagnolo/Dailey) that recommended the Board of Directors authorize the CEO/General Manager to execute a new revenue agreement with California State University, San Bernardino (CSUSB). Roll call vote was taken and the motion was passed unanimously by Members present.

#### **F. REMARKS AND ANNOUNCEMENTS**

There were no announcements.

#### **G. ADJOURNMENT**

The Plans & Programs Committee meeting adjourned at 9:19 a.m. The next Committee Meeting is scheduled Wednesday, October 23, 2019 at 09:00 a.m., with location posted on the Omnitrans website and at Omnitrans' San Bernardino Metro Facility.

Prepared by:

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Araceli Barajas, Sr. Executive Asst. to the CEO  
Clerk of the Board

ITEM # \_\_\_\_\_ E2

**DATE:** October 23, 2019

**TO:** Committee Chair Penny Lilburn and  
Members of the Plans and Programs Committee

**FROM:** P. Scott Graham, CEO/General Manager

**SUBJECT: PROPOSED 2020 COMMITTEE MEETING SCHEDULE**

**FORM MOTION**

Adopt the proposed Plans & Programs Committee Meeting Schedule for Calendar Year 2020. The Plans & Programs Committee meet on a quarterly basis beginning in January 2020 at 9:00 a.m.

January 22, 2020

April 22, 2020

July 22, 2020

October 21, 2020

PSG:ER:AB

ITEM # E3

**DATE:** October 23, 2019

**TO:** Committee Chair Penny Lilburn and  
Members of the Plans & Programs Committee

**THROUGH:** P. Scott Graham, CEO/General Manager

**FROM:** Jeremiah Bryant, Director of Strategic Development

**SUBJECT: SERVICE ADJUSTMENT/REALIGNMENT: GUIDING PRINCIPLES,  
SCALE OF REDUCTIONS AND PRELIMINARY DRAFT  
PROPOSALS**

**FORM MOTION**

- A. Recommend that the Board of Directors adopt the Service Adjustment/Realignment Guiding Principles and overall scale of the proposed service reduction/realignment at 71,000 service hours per year.
- B. Receive and forward to the Board of Directors the preliminary draft fixed route service proposals.

*The Executive Committee was presented the Guiding Principles and scale of the proposed service changes at its meeting on October 4, 2019. The Executive Committee recommended approval. The preliminary draft proposals have only been presented at the individual Board Member briefings.*

**EXECUTIVE SUMMARY**

To implement the Ad Hoc Committee's recommendation of a \$5 million (71,000 service hour) reduction, staff has developed preliminary guiding principles that focus on minimizing the impact on customers, taking a data driven approach, reducing duplication and eliminating non-mandated ADA service. In addition to the guiding principles discussed at the September 2019 Board meeting, a new guiding principle is recommended, "Provide Service to All JPA Members." Based on these proposed guiding principles, a preliminary service reduction/realignment plan has been developed. This plan will align service levels with ridership and resources. The two largest types of adjustments proposed are frequency reductions (45% of the hours) and route realignments (36% of the hours). This is the first step in a strategy to prepare the Agency to meet the demands of the future. This plan includes the introduction of Micro Transit Pilot Projects and focuses on improved connections to Metrolink and intercounty connections. Deputy CEO Erin Rogers and Director of Strategic Development Jeremiah Bryant offered to meet with all Board Members and their staff to

explain the proposals and receive feedback. Thus far, 12 individual Board Member meetings have occurred, with an additional six scheduled.

The next steps after this item will include refining this preliminary plan and beginning to schedule public meetings and hearings so that the full plan can be brought to the Board for approval in May 2020. The Board will be given monthly updates on progress and will be asked to open a call for Public Hearing in January 2020.

## **BACKGROUND**

In May 2018, Omnitrans issued the Financial White Paper, which accomplished three things:

1. It described \$4.5 million in annual cost reductions/efficiencies that Omnitrans was able to implement to deliver balanced budgets without impacting transit service levels;
2. It identified that Omnitrans was able to continue to deliver balanced budgets through the end of Fiscal Year 2020, but had a forecasted operating budget deficit starting in Fiscal Year 2021; and,
3. It initiated a series of discussions, meetings and reports that culminated in the development of an Updated Financial Forecast in February 2019 and ultimately the creation of a joint Omnitrans/SBCTA Ad Hoc committee.

The Ad Hoc committee was formed in April 2019 and met three times between April and August 2019. After directing staff to either develop a plan to close the forecasted deficit or to hire a consultant to develop this plan, the Ad Hoc committee adopted a joint recommendation from both Omnitrans and SBCTA staff to:

1. Reduce bus service by \$5 million equivalent to approximately 71,000 service hours (11%) per year; and,
2. To increase SBCTA's allocation of state and local funding to Omnitrans from a 2.8%-2.9% growth rate per year to a 3.5% growth rate per year through 2040.

The recommendation to reduce service was developed after a thorough evaluation of options. Omnitrans had already reduced administrative costs by \$4.5 million per year as described in the Financial White Paper. This did not leave viable alternatives to further reduce costs without also reducing service levels. Omnitrans staff evaluated three service reduction scenarios: five percent, eleven percent and twenty percent. In discussing these scenarios with SBCTA staff, the 11% service reduction was selected as it provided a sustainable operating budget forecast through 2040. The recommendation for SBCTA to increase state and local funding from 2.8%-2.9% to 3.5% per year generates approximately \$100 million in additional revenue for Omnitrans between FY2021 and FY2040.

If the Ad Hoc Committee recommendations to reduce service by 71,000 service hours (11 percent) and to increase state and local funding are implemented by Omnitrans' Board of Directors and SBCTA's Board of Directors, this recommendation would:



1. **Operating Budget Forecast:** Provide a balanced overall operating budget for Omnitrans through Fiscal Year 2040, which is the final year of Measure I, the half-cent sales tax collected throughout San Bernardino County for transportation improvements;
2. **Capital Budget Forecast:** Provide a balanced overall capital forecast through 2025, which is the end of the current planning horizon for Omnitrans' upcoming Short-Range Transit Plan (SRTP). There remains a significant forecasted capital deficit from 2026-2040 primarily as a result of California Air Resources Board's (CARB's) Innovative Clean Transit (ICT) regulation that requires Zero Emission Buses (ZEBs) by 2040. Omnitrans and SBCTA are working collaboratively with a consultant to develop a Countywide Electrification Plan that will identify the vehicle, infrastructure and funding requirements to meet this regulation. The electrification study is expected to be completed by the end of 2019.

Omnitrans and SBCTA staff took initial staff reports to their respective Boards in September 2019 to describe the recommendations of the Ad Hoc Committee and to begin the approval process of implementing the two recommendations.

At its September 4, 2019 meeting, the Omnitrans Board of Directors received the update and adopted the Ad Hoc Committee's recommendation to move forward to examine adjusting service levels and increase long-term funding. This effectively directed Omnitrans staff to develop detailed service reduction recommendations and return to the Board to seek approval of the 71,000 service hour (11 percent) reduction.

At its September 4, 2019 meeting, the SBCTA Board of Directors:

- 1) Conditionally approved the increase in state and local funding to Omnitrans, contingent on the Omnitrans Board of Directors approving the recommended service reduction; and,
- 2) Directed SBCTA staff to bring back an item to the Board that would initiate a study to evaluate consolidation of Omnitrans, SBCTA, other transit providers in the county.

### **MOVING FORWARD**

In order to bring draft detailed service proposals to Committee in October and Board in November, staff began working on a potential service reduction strategy in June/July 2019. Staff diligently analyzed key ridership, service level, and duplication of service data. Service reduction strategies and the types of data that supports these strategies were shared with Omnitrans Executive Committee, Administrative and Finance Committee, Plans and Programs Committee and Operations and Safety Committee in August 2019. Each of these committees forwarded the report to the Omnitrans Board of Directors meeting in September 2019.

In each of these meetings, Omnitrans staff presented Draft Guiding Principles to be used in developing a service reduction. These principles include:

- 1) Minimize Customer Impact
- 2) Business Approach: Maximize Efficiency & Productivity

- 3) Maintain Core Weekday Productivity Network
- 4) Reduce Coverage Area Duplication
- 5) Provide Only Mandated ADA Service
- 6) Maintain Service Quality
- 7) Minimize Impact on Employees

In consideration of the discussion at the August Committee meetings and the September Board meeting, staff is recommending the addition of a principle related to ensuring service is available to all JPA member cities. When the guiding principles return to the Plans and Programs Committee and to the Board for adoption, an eighth principle will be added for consideration:

- 8) Provide Service to All JPA Members

Utilizing these eight guiding principles and the data collected, Omnitrans staff has developed a preliminary series of service change proposals. At a high level, the proposed service change is outlined in Attachment A. The detailed preliminary service changes are provided in Attachment B.

During late September and early October, Omnitrans' staff offered to meet with each Board Member and/or other city staff members to describe the initial specific service proposals in each city or supervisorial district. As of the writing of this report on October 12, 2019, Omnitrans staff had met with twelve Board Members and have meetings scheduled with six more Board members. A summary of these meetings is in Attachment C.

Approving the guiding principles will allow staff to further complete the proposed service reductions.

Approving the scale of the service reductions will allow staff to:

- Further refine the service reduction/realignment plan; and,
- Follow up with SBCTA during the development of the FY2021 Budget and Service Plan since SBCTA's funding plan was contingent upon Omnitrans implementing a service reduction.

Forwarding the preliminary draft service proposals to the Board will provide a background on how these principles and reduction scale will impact Omnitrans' customers. These specific proposals are draft and are not seeking approval as a public input process will continue to refine the proposals.

### **NEXT STEPS**

The proposals will be refined based on feedback received thus far. Staff will begin to schedule public meetings and public hearings. The Board will be asked to Call for a Public Hearing and Meeting in January. The plan will be fully vetted and will be up for adoption by the Board in May 2020. Staff will provide monthly status updates to the Board.

Additionally, staff will complete the required service equity analysis required under Title VI of the Civil Rights Act of 1964. If fully approved, the service realignment would begin in September 2020. Staff is evaluating the pros and cons of implementing the entire service reduction in one service change (September 2020) or phasing it in over multiple service changes (September 2020, January 2021).

## **CONCLUSION**

Recommending that the Board of Directors adopt the guiding principles and the scale of the service changes will allow for further progress towards adopting the Ad Hoc Committee's recommendation.

PSG:ER:JB

Attachment A: Annual Service Hours Reduction by Strategy

Attachment B: Preliminary Draft Proposed Service Changes

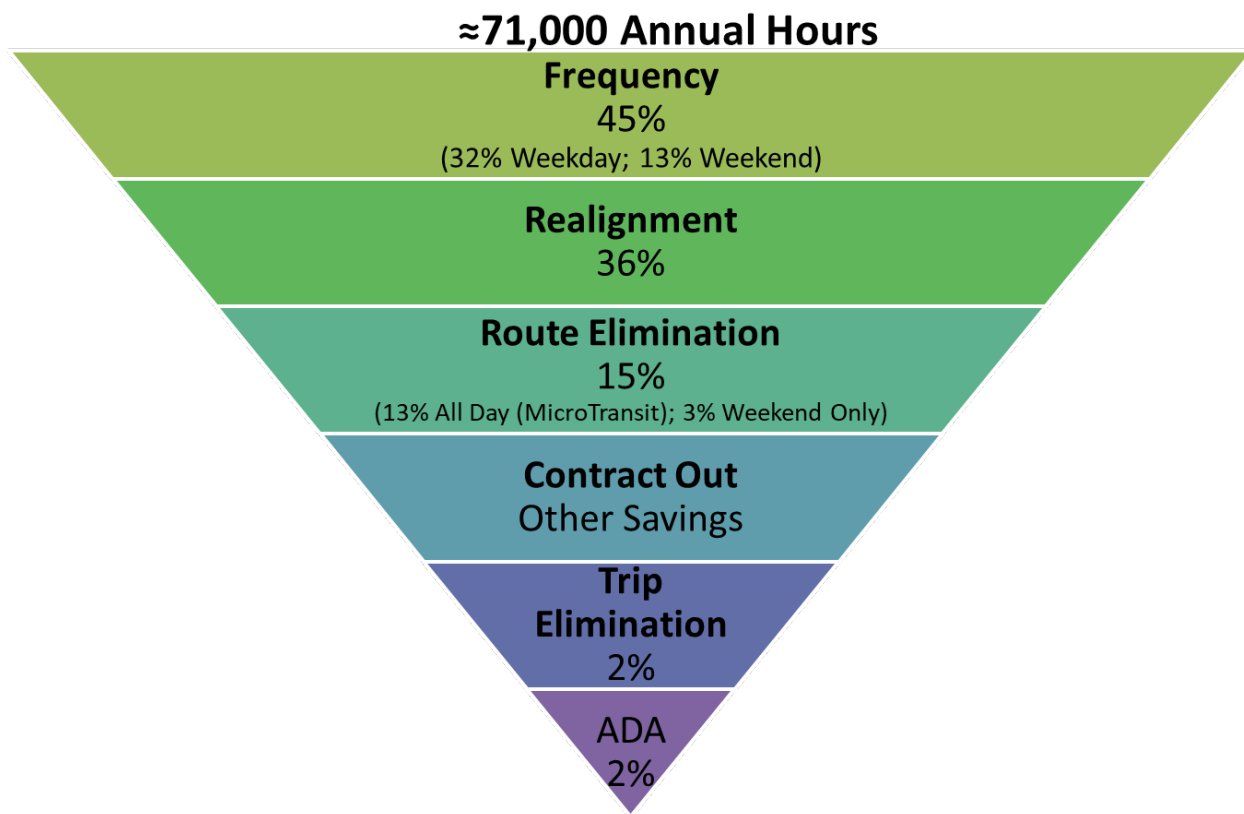
Attachment C: Summary of Individual City Meetings

Attachment D: PowerPoint Presentation

## Attachment A: Annual Service Hours Reduction by Strategy

The exhibit below quantifies the proposed service reduction strategies utilized to reach the 71,000 hour (11%) reduction in service. Each strategy is described below the exhibit.

**Exhibit 1: Annual Service Hours Reduction by Strategy**



The categories of service change mean:

- **Frequency Reduction:** The route remains, but the number of trips per hour is reduced. An example is a bus currently comes every 15 minutes may now be proposed to come every 20 minutes, or a bus that comes every 30 minutes now may come every hour.
- **Route Realignment:** Two routes currently may share some common service areas. In the proposal these routes may be combined to create a new route covering all or most of the service area of the previous two routes.
- **Route Elimination:** The route is eliminated in its entirety or the service is eliminated on weekends, but still runs on weekdays.
- **Contract Out:** In some areas or some days, Omnitrans can utilize Access/OmniGo contractor to utilize smaller vehicles to operate service. These potentially contracted hours may offer savings but were not specifically captured in the 71,000 hour service reductions.
- **Trip Elimination:** Low performing trips on some routes can be eliminated, even if the peak frequency and service area map remain unchanged.
- **ADA:** There are two types of ADA service changes. The first is the elimination of service that goes beyond the ¾-mile ADA service area mandate and the second is if there is a change to the fixed route network, then the ADA service in the area would change accordingly.

## Attachment B: Preliminary Draft Proposed Service Changes

		City																Area		Proposal
Rt.	Rt. Name	Chino	Chino Hills	Colton	Fontana	Grand Terrace	Highland	Loma Linda	Montclair	Ontario	Rancho Cucamonga	Redlands	Rialto	San Bernardino	Upland	Yucaipa	Bloomington	Mentone	Muscoy	
1	ARMC - SAN BERNARDINO - DEL ROSA			X			X							X						Modify north end loop to reduce duplication. Add service near San Gregornio High School in the redesign.
2	KENDALL & PALM - CAL STATE - E STREET- LOMA LINDA							X						X						No Map Change. Reduce frequency to 70-75 minutes from 60 minutes on Weekdays and Saturdays and to 70 minutes from 30 minutes on Sunday due to duplication with sbX
sbX	CSUSB - VA HOSPITAL							X						X						No change; changes on underlying local Route 2
3	BASELINE - HIGHLAND - SAN BERNARDINO						X							X						No Map Change. Reduce frequency on Weekends from 20 to 22-25 minutes. Weekdays unchanged.
4	BASELINE - HIGHLAND - SAN BERNARDINO						X							X						No Map Change. Reduce frequency on Weekends from 20 to 22-25 minutes. Weekdays unchanged.
5	SOUTH WATERMAN - DEL ROSA - CAL STATE			X										X						Significant realignment. See map. Combined with Route 7 and 325 to reduce duplication. Reduced frequency on south end of the route.
7	CAL STATE - SIERRA WAY - SAN BERNARDINO													X						Eliminated but incorporated into Route 5 realignment. See Map.
8	SAN BERNARDINO - MENTONE - CRAFTON HILLS COLLEGE							X				X		X		X		X		Frequency reduction between SBTC and Redlands Mall following launch of Arrow service. Currently 30 minute service moving to hourly service.
10	FONTANA - BASELINE - SAN BERNARDINO				X								X	X						No Change
12	FONTANA - MUSCOY - CAL STATE				X								X	X					X	No Change
14	FONTANA - FOOTHILL - SAN BERNARDINO				X								X	X						Reduced frequency on Weekends only. Currently 15 minute service moving to 20 minute service.
15	FONTANA - SAN BERNARDINO - HIGHLAND - REDLANDS			X	X		X					X	X	X						No Change
19	FONTANA - COLTON - REDLANDS - YUCAIPA			X	X			X				X	X			X		X		No Change
20	FONTANA METROLINK - VIA HEMLOCK - KAISER				X															Eliminated but incorporated into Route 82 realignment. See Map.
22	NORTH RIALTO - RIVERSIDE AVE - ARMC												X							Reduce frequency on Weekdays from 30 to 60 minutes. Weekends unchanged.
29	BLOOMINGTON - VALLEY BLVD - KAISER				X												X			Contract services on Weekdays and Saturday. Currently service is contracted for Saturday only. Currently there is no Sunday service. Minor map change to connect to Kaiser given change to the 82.
61	FONTANA - ONTARIO MILLS - ONTARIO INTERNATIONAL AIRPORT - POMONA				X				X	X	X									Reduced frequency on Weekends only. Currently 15 minute service moving to 20 minute service. No Map Change.
66	FONTANA - FOOTHILL BLVD - MONTCLAIR				X				X		X				X					Reduce frequency on Weekdays from 15 to 20 minutes. Weekends unchanged. No Map change.

13

		City														Area		Proposal		
Rt.	Rt. Name	Chino	Chino Hills	Colton	Fontana	Grand Terrace	Highland	Loma Linda	Montclair	Ontario	Rancho Cucamonga	Redlands	Rialto	San Bernardino	Upland	Yucaipa	Bloomington		Mentone	Muscoy
67	CHAFFEY COLLEGE - BASELINE - FONTANA				X						X									No Change
80	ONTARIO INTERNATIONAL AIRPORT - VINEYARD AVE - CHAFFEY COLLEGE									X	X									Major realignment. This route would no longer serve Ontario International Airport, service to ONT still provided by Route 61. Southern portion of the route is merged with Route 86. See map. Eliminate Sunday service only.
81	CHINO - HAVEN AVE - CHAFFEY COLLEGE	X								X	X									Route realignment this routes current service of Rancho Cucamonga City Hall and Ontario Mills will be served by Route 85 (City Hall) and Ontario Mills (Route 61). Add service to the Amazon Facility in Eastvale to create the cross-county connection with RTA. See map.
82	RANCHO CUCAMONGA - FONTANA - SIERRA LAKES				X					X	X									Minor realignment. Remove duplicative service off of Sierra Avenue and add service to Citrus to cover portions of the eliminated Route 20. Eliminate service to Palm Court. See map.
83	CHINO - EUCLID AVE - UPLAND	X								X					X					Realignment to transfer service in Upland above Foothill to a contracted OmniGo Route. See map.
84	CHINO - MOUNTAIN AVE - UPLAND	X								X					X					Realignment to transfer service in Upland north of Arrow to an Upland OmniGo. The northern terminus will be at the Montclair Transcenter. Weekend service will be contracted out. Weekday service will be directly operated. See map.
85	CHINO - MONTCLAIR - CHAFFEY COLLEGE	X							X		X				X					No Change
86	S. ONTARIO - CAMPUS - SAN ANTONIO HOSPITAL									X					X					Major realignment. Eliminate service to San Antonio Regional Hospital on this route. Hospital will still be served by Route 66 and 85. Northern portion of the route is merged with Route 80. See map. With the route merge, add Saturday service to Route 86.
88	CHINO HILLS - RAMONA AVE - MONTCLAIR	X	X						X											Contract Weekend service only.
215	SAN BERNARDINO - RIVERSIDE			X										X						No Change
290	SAN BERNARDINO - ARMC - ONTARIO MILLS - MONTCLAIR TRANSIT CENTER			X					X	X				X						Eliminate mid-day trips.
308	OMNIGO YUCAIPA															X				Eliminate Route 308. Coverage moves to Route 309/310.
309	OMNIGO YUCAIPA															X				Reduce frequency on Weekdays from 30 to 60 minutes. Eliminate Weekend service.
310	OMNIGO YUCAIPA															X				Merge with Route 309 with reduced frequency on Weekdays from 30 to 60 minutes. Eliminate Weekend service.
325	OMNIGO GRAND TERRACE			X		X		X												Eliminate Route 325. Service to Grand Terrace served by Route 5. See map.
365	OMNIGO CHINO HILLS	X	X																	Eliminate Route 365, replace with MicroTransit.

### **Attachment C: Summary of Individual City Meetings**

<b>JPA Member</b>	<b>Date</b>	<b>Attendees</b>	<b>Feedback/Input Received</b>	<b>Expected Outcome</b>
Chino	TBD			
Chino Hills	09/25	Mayor Moran, Council Member Marquez & City Manager	Concern for specific trips tied to Chino Hills High School. Supportive of MicroTransit pilot.	Likely can accommodate HS trips.
Colton	10/29			
County District 2	10/22			
County District 3	10/24			
County District 4	10/07	Supervisor's Staff	Interested in MicroTransit options discussed.	n/a
County District 5	10/30			
Fontana	09/25	Council Member Roberts & City Manager	Do not want West Valley Connector on Sierra Ave.	Understood.
Grand Terrace	10/11	Mayor McNaboe, Council Member Allen & City Staff	Future additional service to support development. STS funding for veteran transportation.	Will evaluate after realignment as development and funding warrants. Will provide information on MSI call for projects.
Highland	10/09	Mayor Lilburn & City Staff		
Loma Linda	10/11	Council Member Dailey & City Manager	Ensure frequent service for VA Ambulatory Clinic.	Likely can accommodate with a revised short/long route.
Montclair	10/07	Mayor Dutrey, Council Member Johnson, City Manager & City Staff	Additional future transit needs to support TOD.	Will evaluate after realignment as development and funding warrants.
Ontario	10/08	Council Member Wapner & City Staff	Prefer extension to Countyline to Come from Route 86 instead of 81. Desires future enhanced transit for Ontario Ranch.	Can accommodate initial Route 86/81 suggestion with shift of resources. Will evaluate future development after realignment as development and funding warrants.
Rancho Cucamonga	09/23	Council Member Spagnolo & City Staff	Future higher frequency service/BRT to support TOD.	Will evaluate after realignment as development and funding warrants.
Redlands	10/28			
Rialto	10/08	Mayor Robertson & City Staff	Preserve frequency on southern Riverside Ave, but at trade to northern Riverside Ave. Desires additional service to support development and needs of a more transit dependent community.	Likely can accommodate with a revised short/long route.
San Bernardino	10/24			
Upland	10/10	Mayor Stone & City Manager	Modification to proposed Upland OmniGo shuttle. Prefer different routing at end of Route 83.	Can accommodate both modifications. Still working to refine shuttle.
Yucaipa	10/09	Mayor Pro Tem Avila & City Manager	Desires future additional service to support development. Desires cross-country connection to Pass Area.	Will evaluate after realignment as development and funding warrants.

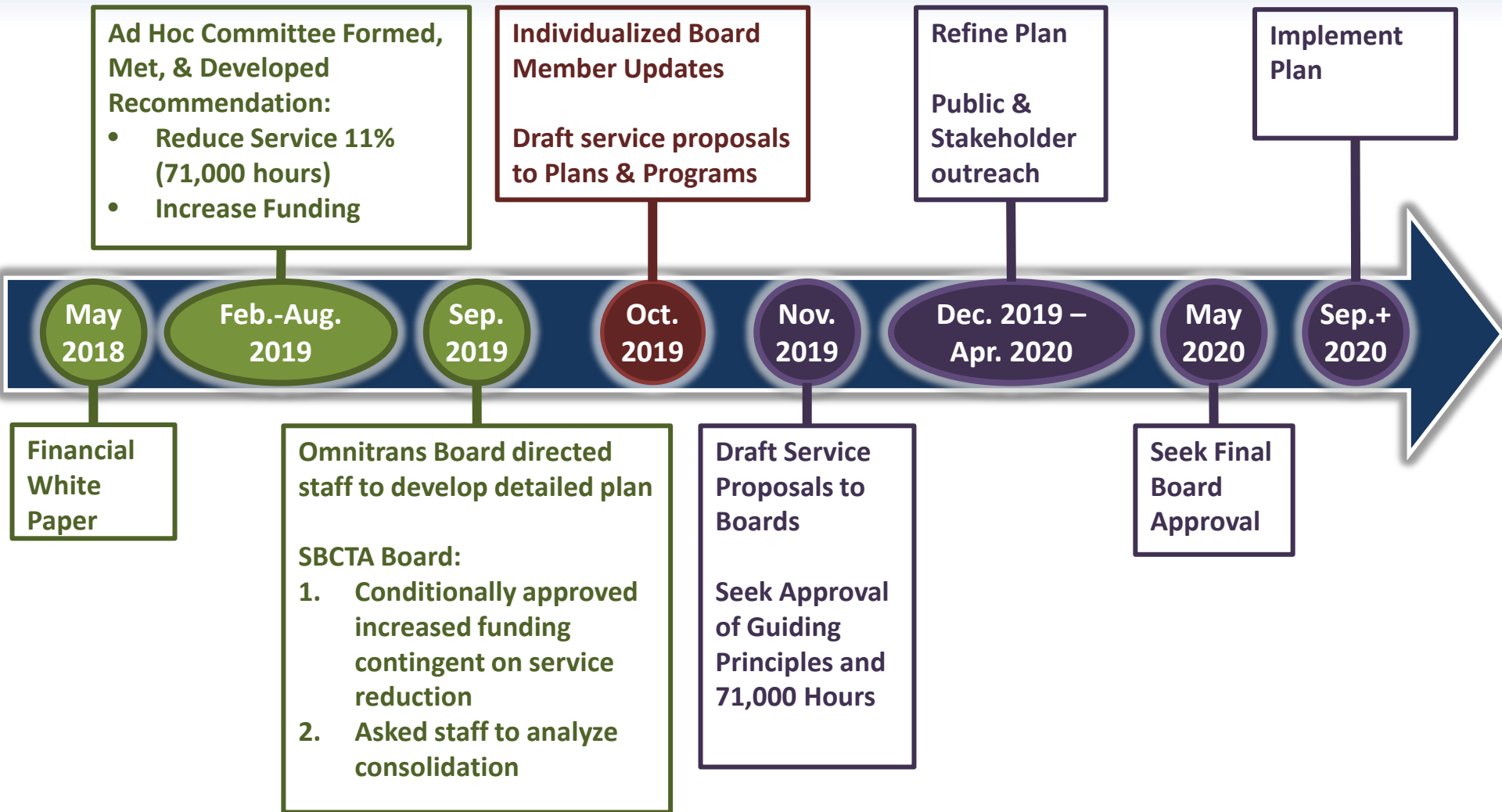
\* Omnitrans was represented by Deputy CEO Rogers & Director of Strategic Development Bryant at each meeting.



# **Service Adjustment/Realignment: Guiding Principles, Scale of Reduction and Preliminary Draft Proposals**

**Plans and Programs Committee  
October 23, 2019**





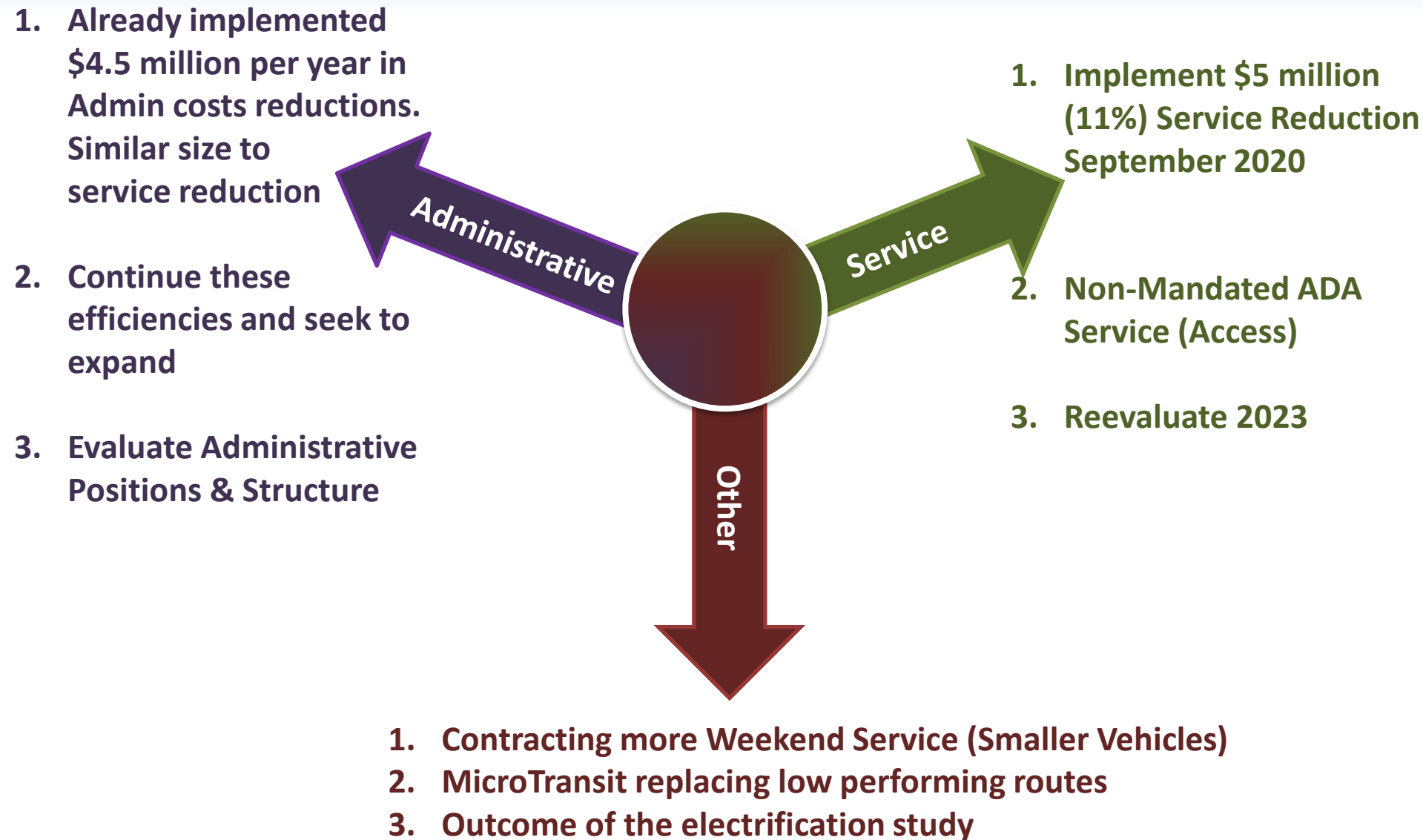
## Operating Budget Forecast

- Balanced through 2040

## Capital Budget Forecast

- Balanced through 2025
- Countywide Electric Bus Study evaluating out years
  - Expected completion end of 2019

# **OmniTrans Three-Pronged Approach**



- 1. Minimize Customer Impact**
- 2. Business Approach: Maximizes Efficiency & Productivity**
- 3. Maintain Core Weekday Productive Network**
- 4. Reduce Coverage Area Duplication**
- 5. Provide Only Mandated ADA Services**
- 6. Maintain Service Quality**
- 7. Minimize Impact on Employees**
- 8. Provide Service to All JPA Members**

≈71,000 Annual Hours

**Frequency**

45%

(32% Weekday; 13% Weekend)

**Realignment**

36%

**Route Elimination**

15%

(13% All Day (MicroTransit); 3% Weekend Only)

**Contract Out  
Other Savings**

**Trip  
Elimination**

2%

**ADA**

2%

≈71,000 Annual Hours

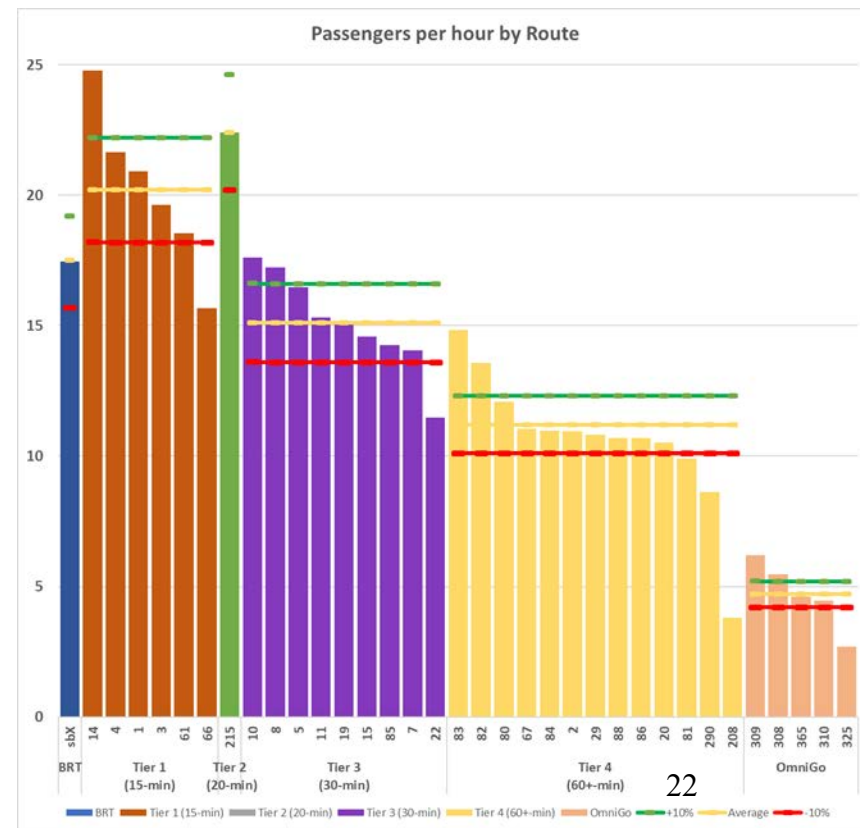
Frequency

45%

(32% Weekday; 13% Weekend)

Used data to recommend frequency reduction on lowest performing routes in frequency tier by day

**Proposed Policy Change:**  
Peak Frequency of 20 minutes on Weekends. Currently 15 minutes.

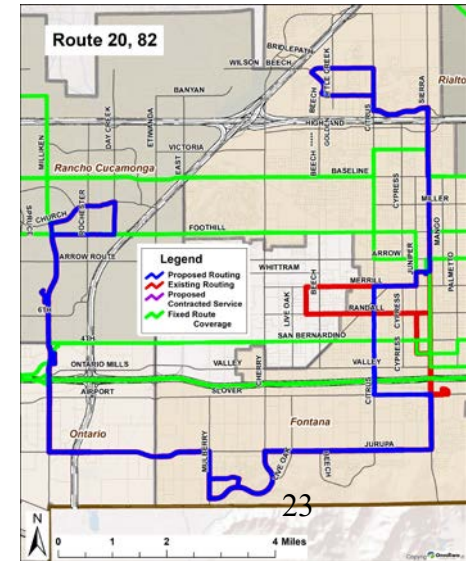
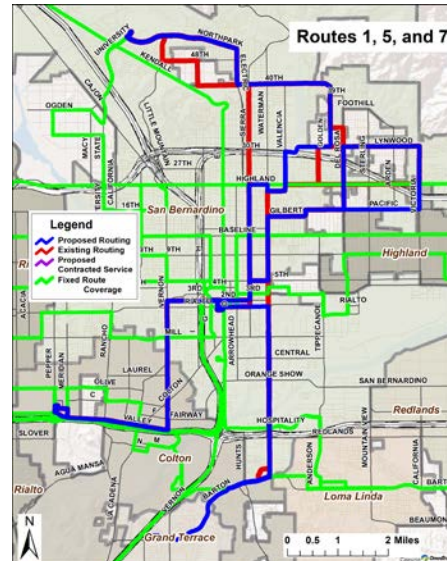
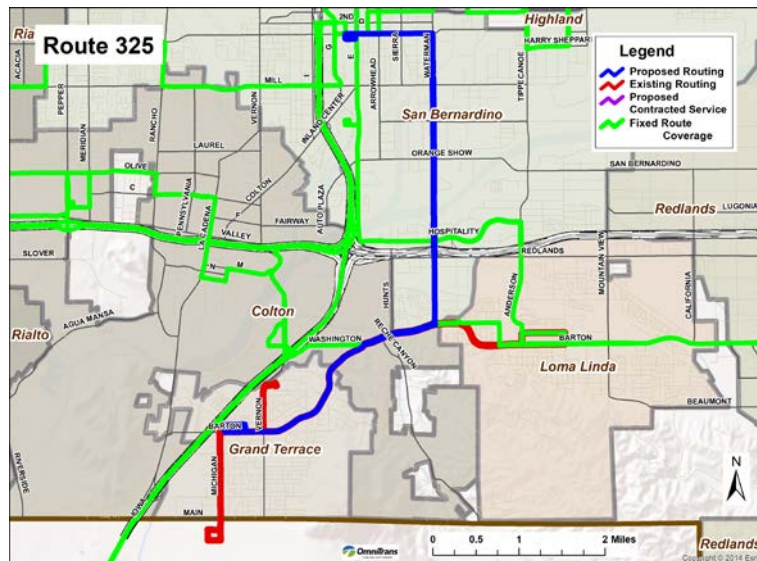


≈71,000 Annual Hours

**Realignment**  
36%

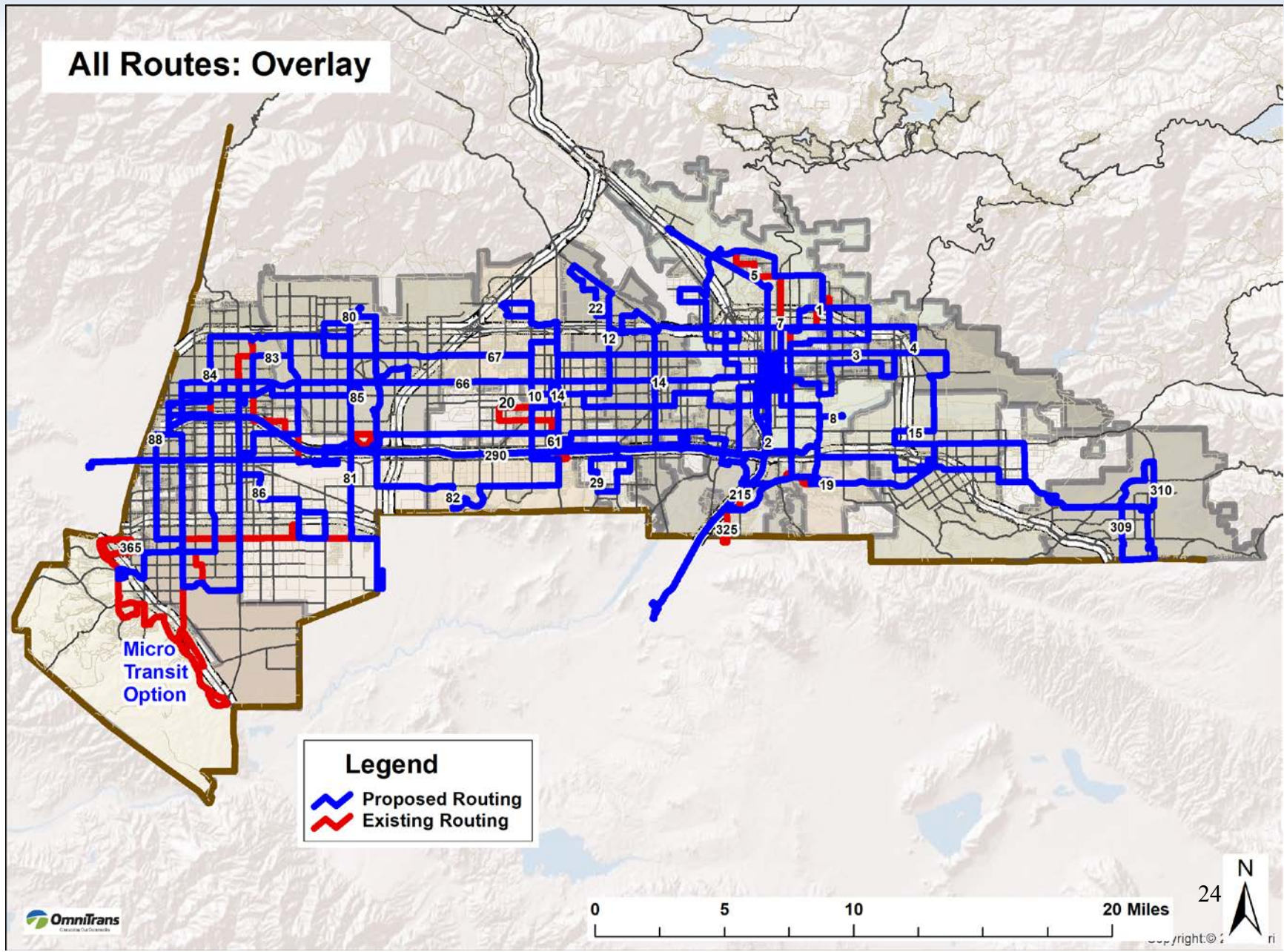
**Route Elimination**  
15%

(13% All Day (MicroTransit); 3% Weekend Only)





# **OmniTrans Systemwide Map Change**





**≈71,000 Annual Hours**

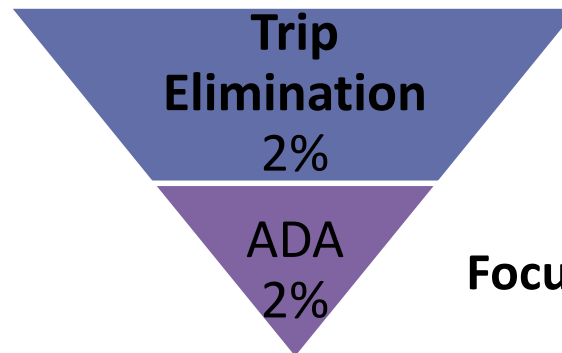
**Expanded use of small vehicles with contractor included in RFP released in September. Plan to ask Board to award in January.**

**Contract Out  
Other Savings**



≈71,000 Annual Hours

Minor changes to low  
performing midday  
trips



Focus of Next Item

≈71,000 Annual Hours

**Frequency**

45%

(32% Weekday; 13% Weekend)

**Realignment**

36%

**Route Elimination**

15%

(13% All Day (MicroTransit); 3% Weekend Only)

**Contract Out  
Other Savings**

**Trip  
Elimination**

2%

**ADA**

2%

- **If recommended, take items to November Board Meeting**
- **Refine proposal**
- **Initiate public and stakeholder outreach**
- **Seek Board Approval: May 2020**
- **Implement: September 2020**

**Collectively, approval of this item is the first step to prepare the Agency to meet the demands of the future including:**

- **Aligning service levels with ridership**
- **Implementing a MicroTransit Pilot**
- **Improving connectivity: Cross-County and to Metrolink**



# Questions

ITEM #           E4          

**DATE:** October 23, 2019

**TO:** Committee Chair Penny Lilburn and  
Members of the Plans & Programs Committee

**THROUGH:** P. Scott Graham, CEO/General Manager

**FROM:** Jeremiah Bryant, Director of Strategic Development

**SUBJECT: INITIAL DRAFT PROPOSED ADA ACCESS SERVICE CHANGES**

**FORM MOTION**

Receive and forward to the Board of Directors this report which identifies initial draft Access service change proposals based on the Ad Hoc Committee's recommendations.

**EXECUTIVE SUMMARY**

In order to implement the Ad Hoc Committee recommendations, Omnitrans has identified proposed draft fixed route service reductions and realignments. These changes have implications to the Access service area both in terms of the map and the days/hours of Access service. Additionally, the Ad Hoc Committee indicated a desire to align Access service with the mandated ADA service requirements. These requirements include providing Access service only within  $\frac{3}{4}$  mile of the fixed route service and on the same days and hours as the fixed route service. In reviewing best practices, staff also recommends shortening the Access advanced reservation window from up to 7-days to up to 3-days in order to reduce costs associated with trip cancellations and passenger no shows. For Access customers impacted by these changes, the Special Transportation Services (STS) Department will conduct individualized outreach to ensure these customers understand the changes and are informed of other mobility options available.

**BACKGROUND**

In August 2019, the joint Omnitrans/SBCTA Ad Hoc Committee recommended that:

1. Omnitrans reduce bus service by \$5 million equivalent to approximately 71,000 service hours per year (11% reduction); and,
2. SBCTA increase the annual allocation of state and local funding to Omnitrans from a 2.8%-2.9% growth rate to a 3.5% growth rate through 2040.

Multiple reports to Omnitrans' Board of Directors and Board Committees have detailed these recommendations, how the recommendations were developed, and the path/timeline for implementing these service reductions.

The previous item, E3, focused on preliminary fixed route service change proposals. These changes have implications for Access service, Omnitrans' complementary ADA Paratransit Service. The Fixed Route and Access service changes are being presented separately because they are separate decisions, have separate community outreach plans, and may have slightly different implementation timelines.

49 CFR §37.121 requires that entities operating fixed route bus service also must operate complementary ADA paratransit service. Complementary Paratransit service (Access) must be provided within three quarters of a mile ( $\frac{3}{4}$ -mile) of the fixed route service and on the same days and hours as fixed route service. The ad hoc committee discussed the desire to provide services strictly in line with the ADA mandate. This discussion led to the creation of guiding principle "4. Provide Only Mandated ADA Service."

In addition to aligning Access service to the ADA mandate, staff conducted a review of industry best practices for Access. The review suggested that Omnitrans modify the reservation policy in order to reduce costs associated with passenger-initiated trip cancellations and passenger no shows.

Looking at adhering strictly to the mandates and best practices leads to four specific recommendations to Access service:

- 1) Eliminate the Beyond the Boundary ADA Service;
- 2) Reconfigure the new ADA Access boundary to conform to the  $\frac{3}{4}$ -mile boundary around the proposed fixed route service changes;
- 3) Adjust the ADA service days/hours to match the proposed fixed route service changes; and,
- 4) Modify the reservation window from an up to 7-day advance reservation window to an up to 3-day advance reservation window.

Each of these recommendations is detailed in the sections below. An additional section provides a high-level discussion of planned customer outreach.

### **BEYOND THE BOUNDARY ADA SERVICE**

In 2009, Omnitrans implemented the Beyond ADA Boundary service (Beyond Boundary). Beyond Boundary extended Access service to the city limits of each city Omnitrans serves. This is additional non-mandated service outside of the  $\frac{3}{4}$ -mile boundary that ADA requires with some restrictions. Beyond Boundary could only provide trips if either the origin or destination was beyond the boundary, not both. Beyond Boundary operated in non-peak service times from 9:00 A.M. to 7:00 P.M. There was a \$5 premium fare placed per trip on Beyond Boundary Service, which brings the typical Beyond Boundary fare today to \$8.75, significantly below the average cost per standard ADA trip of \$45.

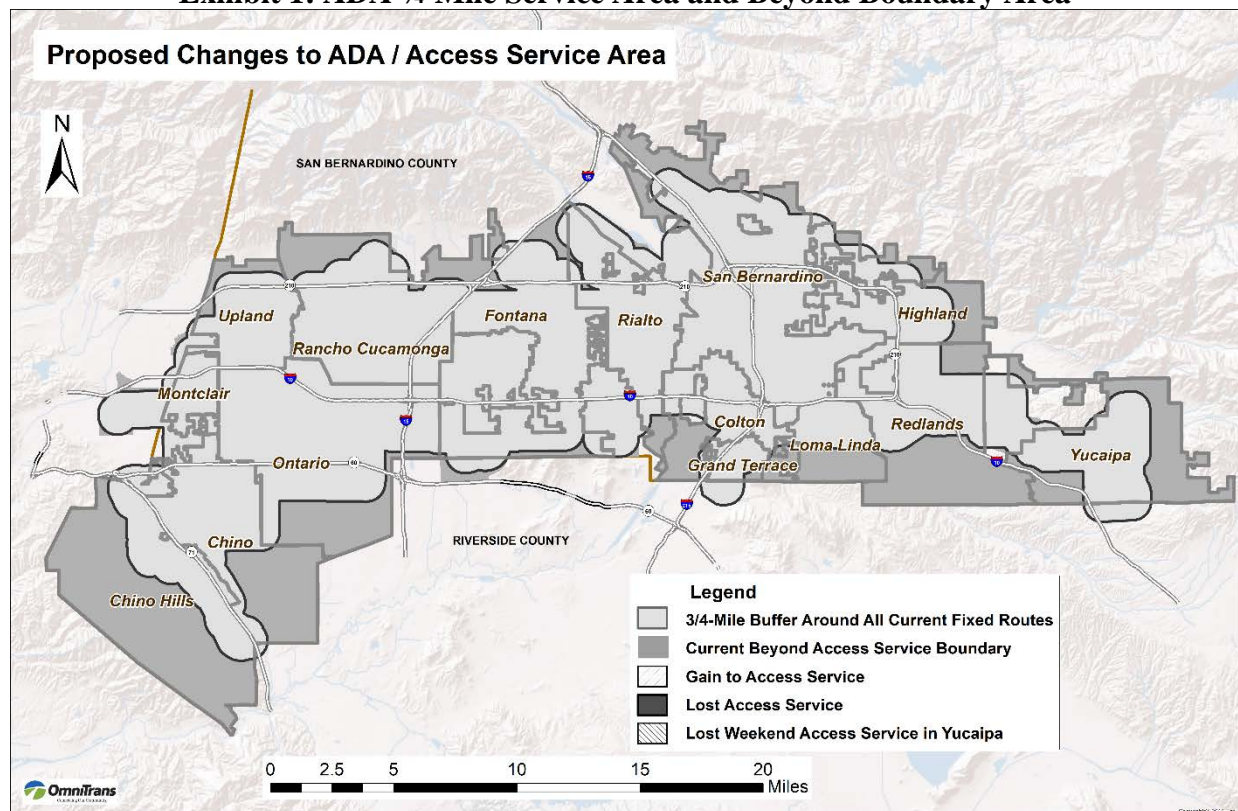


Initially, Beyond Boundary service was funded with FTA §5317 New Freedom grant funds. The additional grant funding for this program was exhausted in 2012. Since the grant funds were exhausted, Omnitrans has funded this program using traditional funding sources such as Passenger Fares, LTF and Measure I Senior and Disabled funds.

In addition to the Beyond Boundary Service initiated in 2009, Access serves three areas grandfathered in from earlier fixed route service changes. These include the entire cities of Grand Terrace and Chino Hills, and an area in Pomona surrounding the Pomona Valley Hospital Medical Center.

The draft proposal to “Eliminate the Beyond the Boundary ADA Service” would eliminate each of the services described above. A map of this service area can be seen below in Exhibit 1. The light grey area in the map is the currently required ADA service area and the area in darker grey represents the proposed elimination of Bound Boundary.

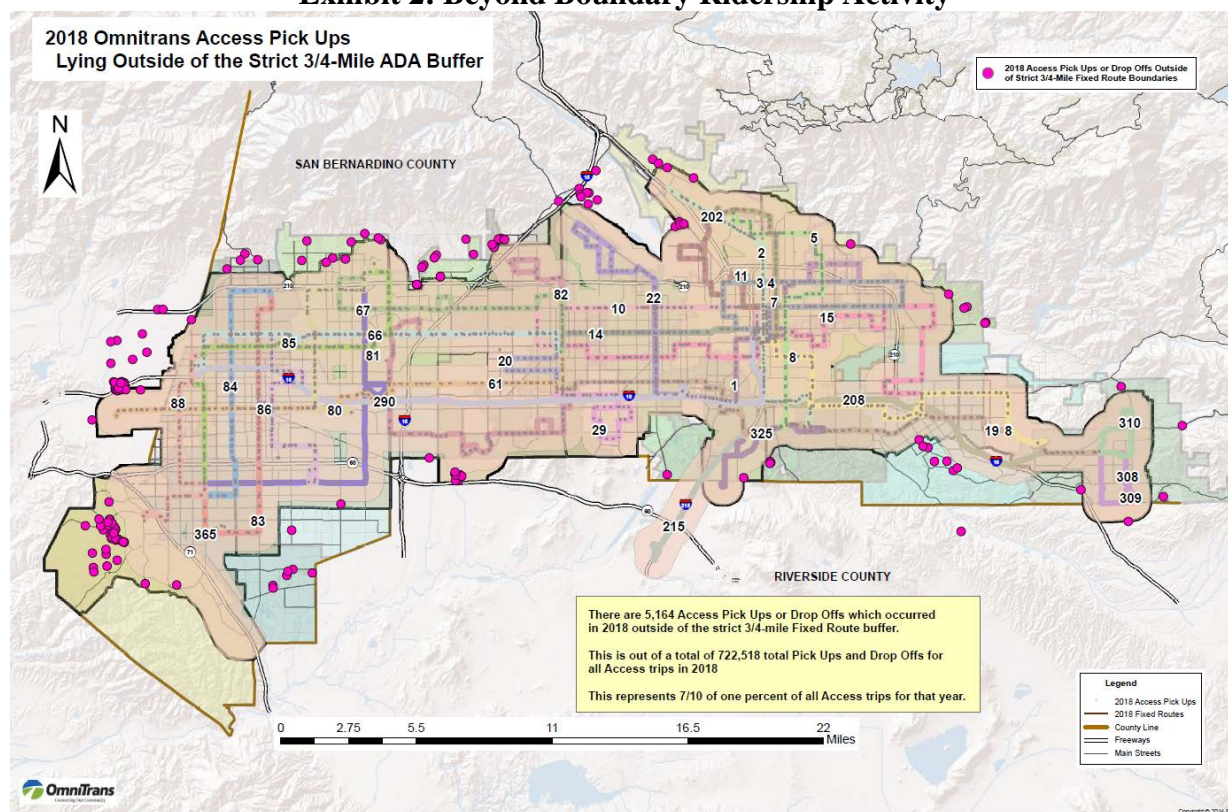
**Exhibit 1: ADA ¾-Mile Service Area and Beyond Boundary Area**



Last year, there were 5,164 pickups and drop offs that were Beyond Boundary representing 0.7% of all access pickups and drop offs. These trips were completed by a total of 198 unique riders. Of those 198 riders, the top 10 riders accounted for 61% of the total trips and the top 20 accounted for 75% of all trips. Conversely, 145 out of the 198 riders made two one-way trips or less. Exhibit 2 shows the ridership activity in the Beyond Boundary area.



## Exhibit 2: Beyond Boundary Ridership Activity



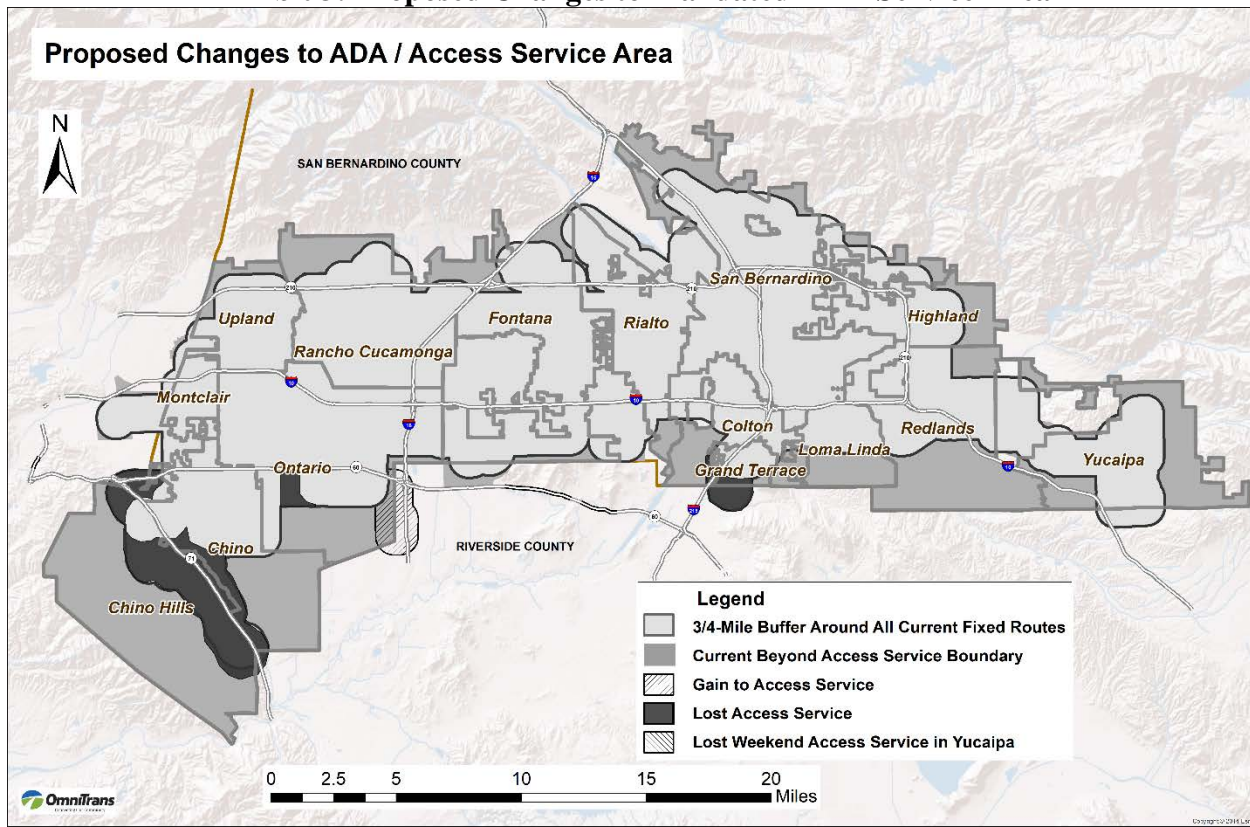
Unlike when Beyond Boundary started in 2009, Omnitrans now has other special transportation services available through the Special Transportation Services (STS) Department that can assist customers in identifying alternative modes of transportation. Services such as Ride Lyft/Taxi, Volunteer Driver and many of the 15 STS senior and disabled partnership programs funded through Measure I CTSA funds can maintain mobility for these Beyond Boundary access customers.

### **NEW ADA SERVICE BOUNDARY**

Map changes to traditional fixed route services, typically change the 3/4-mile required Access service area map. The proposed fixed route changes create four changes to the mandated Access service area. These areas can be seen in Exhibit 3. The darkest grey areas in the map illustrate three areas where mandated service would be removed, and the one hatch-marked area represents an addition to the ADA mandated service area.

In total, the areas where service would be reduced account for 3,775 annual pickups and drop-offs completed by 66 riders. 73% of the trips and 65% of the individuals are in Chino Hills, where the service is proposed to be provided through MicroTransit.

### Exhibit 3: Proposed Changes to Mandated ADA Service Area



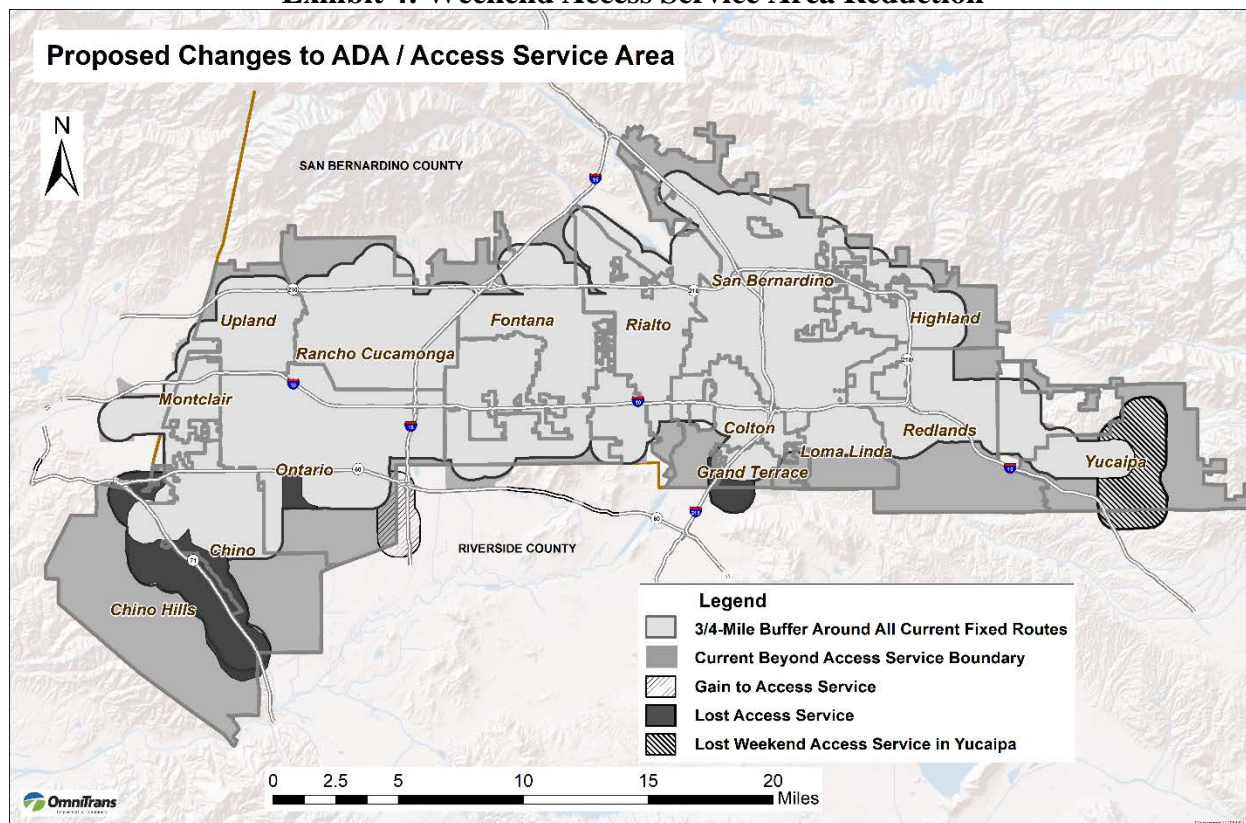
The proposed extension of Route 81 to connect to Riverside Transit Agency effectively at the Riverside San Bernardino County Boarder extends the mandated service area. The total population in the proposed ADA service addition is 5,060 people. If this area has a similar share of potentially active ADA riders as the rest of the San Bernardino Valley, Access would see an estimated increase of 10 active riders.

### DAYS AND HOURS OF OF ADA SERVICE

In addition to map changes, schedule changes on fixed route services impact the hours of service on Access in the related fixed route areas. This impact can be in terms of days of service or hours of operation. The current proposed service eliminates OmniGo service on Weekends. With this proposed change, the Access service would no longer be available in the area around OmniGo in Yucaipa. This can be seen in Exhibit 4 as shown in dark grey hatch-marked area. Like the other changes, STS programs funded through Measure I CTSA funds are available as mobility options in this area.



#### Exhibit 4: Weekend Access Service Area Reduction



#### RESERVATION WINDOW

There are two types of Access trips: 1) subscription trips and 2) standard advance reservation trips. Subscription trips are standing reservations for daily trips that do not require riders to call in to make a specific reservation. Subscription trips account for about 57% of all Access trips. Standard reservation trips can currently be reserved up to 7 days in advance of the requested trip. Nationwide transit agencies have continued to reduce the reservation window in order to reduce costs associated with passenger cancellations and passenger no shows, while also being able to take advantage of other schedule efficiencies from the shorter scheduling window.

The initial draft proposal is to shorten the reservation window to up to 3 days in advance instead of up to 7 days in advance. Omnitrans last shortened the reservation window in 2009. At that time, the window allowed for scheduling up to 14 days in advance. The majority of Omnitrans' peers in the American Bus Benchmarking Group (ABBG) have a reservation window of 3 days or less and some of the largest agencies schedule only one-day in advance.

Currently, Access trips are scheduled 57% subscription, 22% between 1 and 3 days in advance and 21% between 4 and 7 days in advance. During a typical year, Omnitrans has approximately 64,000 trips that are scheduled and later canceled and an additional 21,000 passenger no shows, where the vehicle showed up to pick up a passenger that wasn't present. While those that book between 4

and 7 days in advance account for only 21% of trips, they account for 63% and 66% of cancellations and no shows respectively.

Both cancellations and no shows reduce the customer experience on Access. Trips that are scheduled and later cancelled hold space that others cannot use. Trips that are no shows add to longer trips both for unnecessary travel to the no show destination and due to the waiting time while a driver waits for the no show to arrive before determining it is a now show. Additionally, no shows add unnecessary cost as Access is performing part of the trip (the pick-up) even though no rider or fare revenue is generated. While the annual cost of no shows is difficult to exactly determine it is anticipated to be in the range of \$250,000 to \$400,000 per year. Reducing the reservation window would help to reduce these costs.

The potential impact of reducing the Access reservation window is already being mitigated through the STS Department's implementation of Trapeze PASS Web, which allows for online booking of trips within the reservation window instead of calling. PASS Web is currently in implementation and testing phase and will be implemented prior to a reduction in the reservation window.

### **OUTREACH TO ACCESS RIDERS**

Unlike fixed route riders, Omnitrans has complete contact information for Access riders. During the refinement of these draft Access proposed service changes, each potentially impacted Access rider will be contacted by mail, email and/or phone and informed of the proposed changes and informed of alternative Omnitrans programs that could maintain their mobility options. High volume users of Access, and/or their caregivers that are impacted by map reductions will be offered individualized meetings to go over mobility options to ensure that the impact of these proposed service changes are as minimal as possible.

The mobility options that are available include services offered by Omnitrans and through partners. Omnitrans programs include Travel Training, Ride Lyft/Taxi and a volunteer driver reimbursement program. There are 14 partner programs funded through Measure I CTSA funds that are described in the attachment.

### **CONCLUSION**

Receiving and forwarding this report to the Board will allow staff to continue to develop and refine specific ADA service changes in order to implement the Ad Hoc Committee's recommendation.

ER:JB

Attachment A: Omnitrans STS Partner Programs (Measure I)  
Attachment B: PowerPoint Presentation

## **Attachment A: Omnitrans STS Partner Programs (Measure I)**

1. **Anthesis (Formerly Pomona Valley Workshop):** Currently operates its Anthesis in Motion (AIM) transportation program which provides clients with free, reliable, and consistent transportation between their homes and the Anthesis facility and helps to mitigate the demand for the Omnitrans Access paratransit service.
2. **City of Grand Terrace:** Currently operates its Senior Transportation Program which provides weekday curb-to-curb transportation for seniors to and from the Grand Terrace Senior Center for lunch, social activities, and planned outings in the community
3. **City of Redlands:** Currently operates its Senior Transportation Program which provides transportation to seniors who are physically or mentally unable to use other forms of transportation. The transportation service is operated with two 14-passenger vans equipped with wheelchair lifts to provide weekday dial-a-ride service to destinations within the City.
4. **Community Senior Services:** Currently operates its Transportation Reimbursement Program for seniors and individuals with disabilities residing in the west San Bernardino County cities of Chino, Chino Hills, Montclair, Ontario, Rancho Cucamonga, and Upland. The program provides mileage reimbursement to defray out-of-pocket expenses incurred by volunteer drivers using their own vehicles to transport and escort clients.
5. **OPARC:** Currently operates its OPARC Connect and OPARC Link transportation programs which provide transportation for clients with disabilities between their homes, day programs, and employment centers. The target cities for the OPARC transportation programs include Chino, Chino Hills, San Bernardino, Colton, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Upland, Yucaipa, Redlands, Grand Terrace, Rialto and Fontana.
6. **Central City Lutheran Mission:** Currently operates its transportation program which provides free transportation services for People Living with HIV/AIDS (PLWHA) to access critical medical and non-medical services. The target cities for the CCLM transportation program include San Bernardino, Colton, Highland, Loma Linda, Redlands, Grand Terrace, Rialto, and Fontana.
7. **City of Chino:** Currently operates a Senior Mobility and Reliable Transportation ("Get S.M.A.R.T") program which provides free door-to-door transportation for individuals age 50 and older who reside in Chino for medical appointments, shopping, and personal errands.
8. **Highland Senior Center:** currently operates its Transportation Assistance Program (TAP) which provides volunteer drivers to operate an HSC 9-passenger van to transport Seniors who are unable to drive or otherwise arrange for their personal transportation.
9. **West End YMCA:** Currently operates its Senior Wellness Transportation Program, which provides curb-to-curb transportation for non-emergency medical (NEMT) needs such as doctors, dentists, and physical therapy. The target cities for this transportation service include Ontario, Upland, Rancho Cucamonga and Rialto.
10. **Loma Linda University Adult Day Health Services:** Currently operates its Adult Day Health Services/ Community Based Adult Services facility providing *transportation*, healthcare, rehabilitation, social, and nutritional services to individuals with cognitive and/or functional

impairments. The facility provides respite for individuals with impairments resulting from head injury, dementia, developmental disability, stroke, chronic illness, and frailty.

11. **Department of Aging and Adult Services:** This agency currently operates a bus pass program which provides bus passes to eligible seniors (age 60 and over) countywide to improve the seniors' mobility and independence enabling them to travel to work, volunteer, spend time with family and friends, make medical appointments, and enjoy socialization activities. DAAS currently uses the Measure I funding it receives from Omnitrans to operate the Valley Transportation Expansion Program (VTEP) to expand the DAAS bus pass program in the Omnitrans service area to eligible seniors age 62 and over and eligible persons with disabilities age fifty-five and over.

12. **City of Fontana:** Will utilize its awarded Measure I funding to operate its transportation program to provide door-to-door transportation for individuals with disabilities and seniors who reside in Fontana for medical appointments, shopping, and personal errands.

13. **City of Yucaipa:** Will use the awarded Measure I funding to operate its Yucaipa Senior Transportation program to provide door-to-door transportation seniors who reside in Yucaipa for medical appointments, shopping, proposed quality of life excursions, recreational trips and personal errands.

14. **Foothill AIDS Project:** Will utilize its Measure I funding to operate the Van-Connect San Bernardino Valley Program to provide transportation services for People Living with HIV/AIDS (PLWHA), seniors and individuals with disabilities to access critical medical and non-medical services. The target cities for the Van-Connect transportation program include Chino, Chino Hills, San Bernardino, Colton, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Upland, Yucaipa, Redlands, Grand Terrace, Rialto, Fontana and unincorporated portions of the east and west regions of the San Bernardino Valley urbanized areas.



# INITIAL DRAFT PROPOSED ADA ACCESS SERVICE CHANGES

Plans and Programs Committee

October 23, 2019

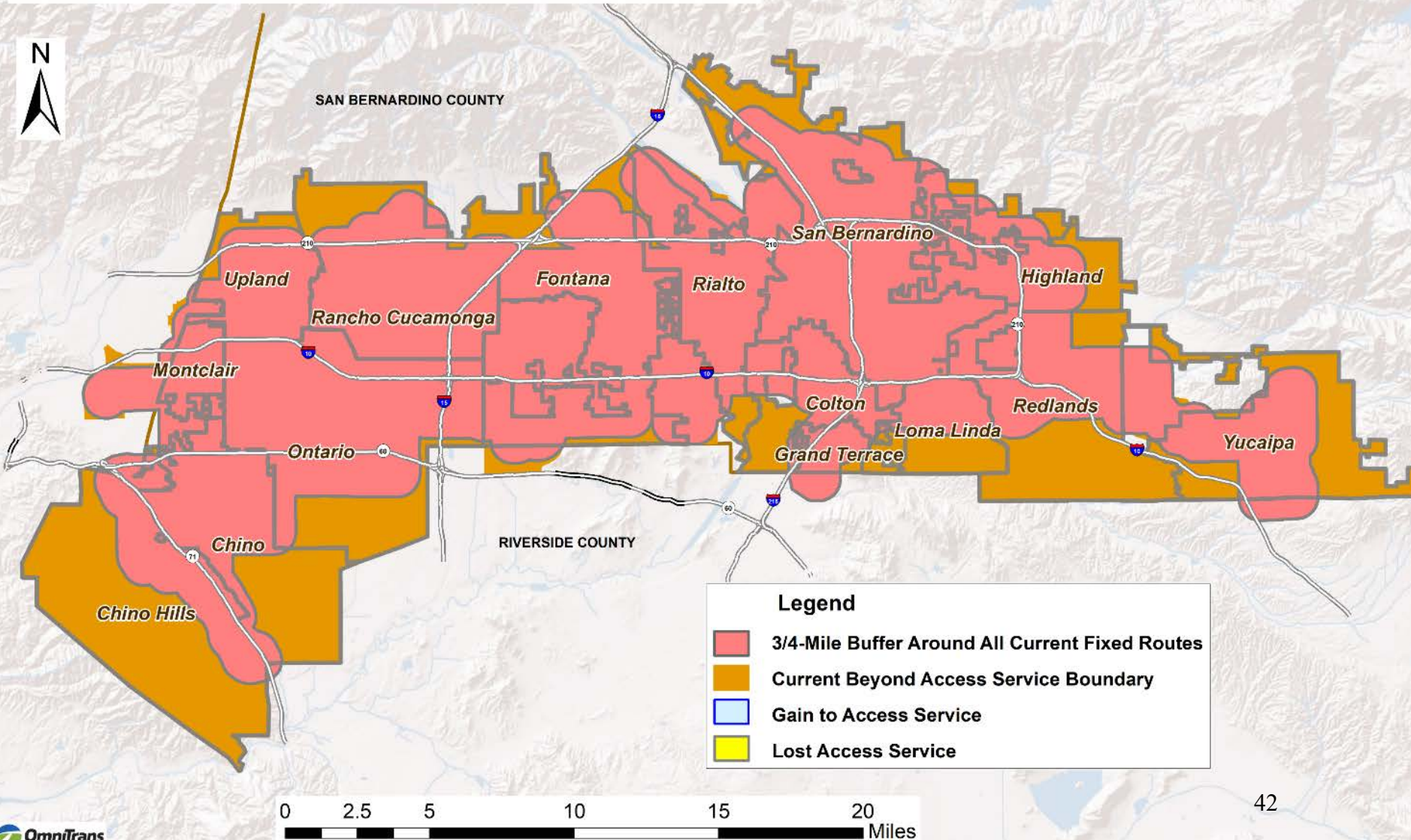
- **Access Service is ADA Paratransit service that is mandated to operate:**
  1. Within  $\frac{3}{4}$ -mile of fixed route service
  2. Same days and hours as fixed route service
- **Ad Hoc Committee: “only provide mandated service”**
- **Access is the most expensive cost per passenger**
- **Now with STS Department there are other mobility options**





- 1. Eliminate the Beyond the Boundary ADA Service**
- 2. Reconfigure the new ADA Access boundary for proposed fixed route service changes**
- 3. Adjust the ADA service days/hours to match the proposed fixed route service changes**
- 4. Modify the reservation window**

## Proposed Changes to ADA / Access Service Area



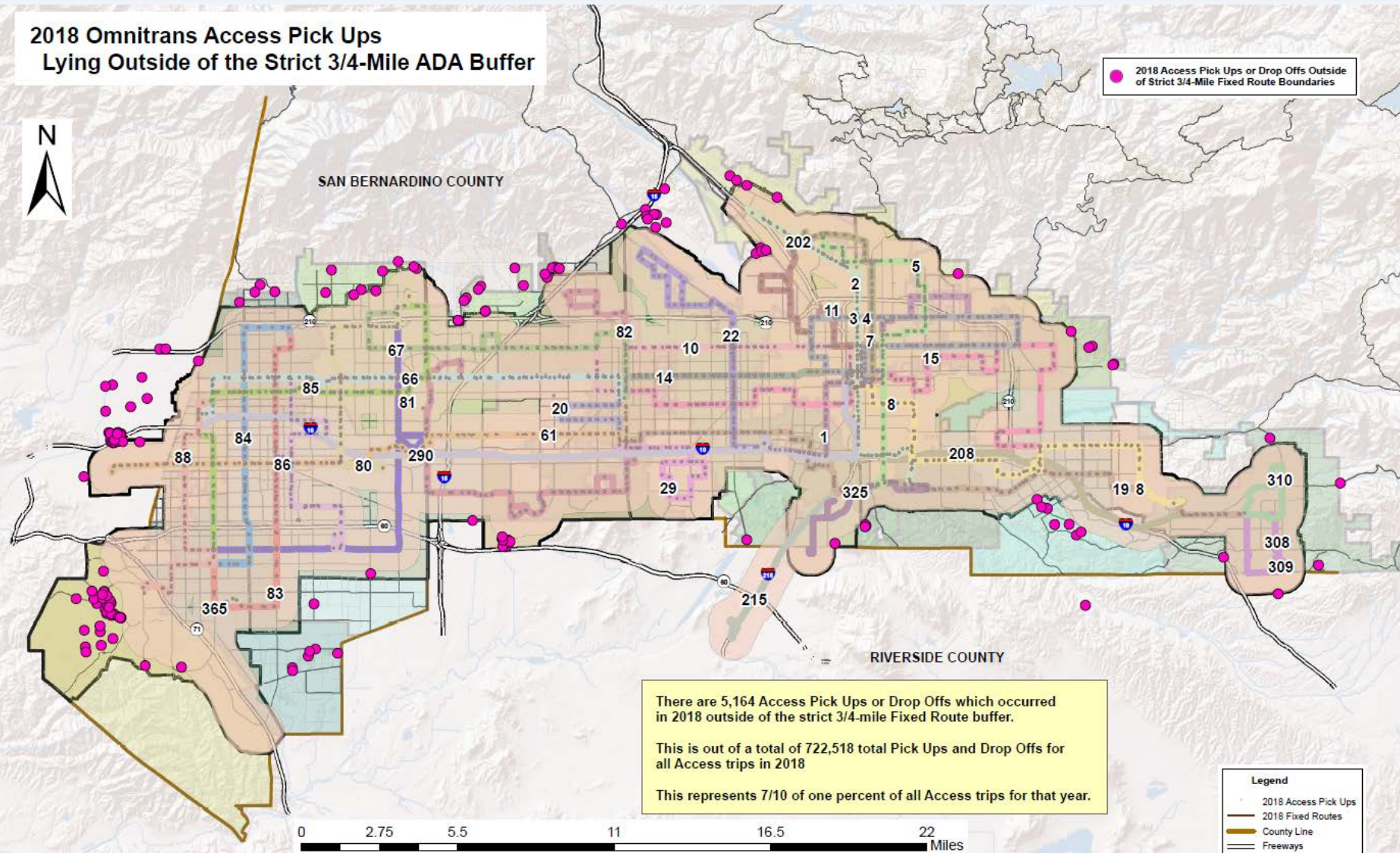


## 2018 Omnitrans Access Pick Ups Lying Outside of the Strict 3/4-Mile ADA Buffer



SAN BERNARDINO COUNTY

2018 Access Pick Ups or Drop Offs Outside of Strict 3/4-Mile Fixed Route Boundaries



There are 5,164 Access Pick Ups or Drop Offs which occurred in 2018 outside of the strict 3/4-mile Fixed Route buffer.

This is out of a total of 722,518 total Pick Ups and Drop Offs for all Access trips in 2018

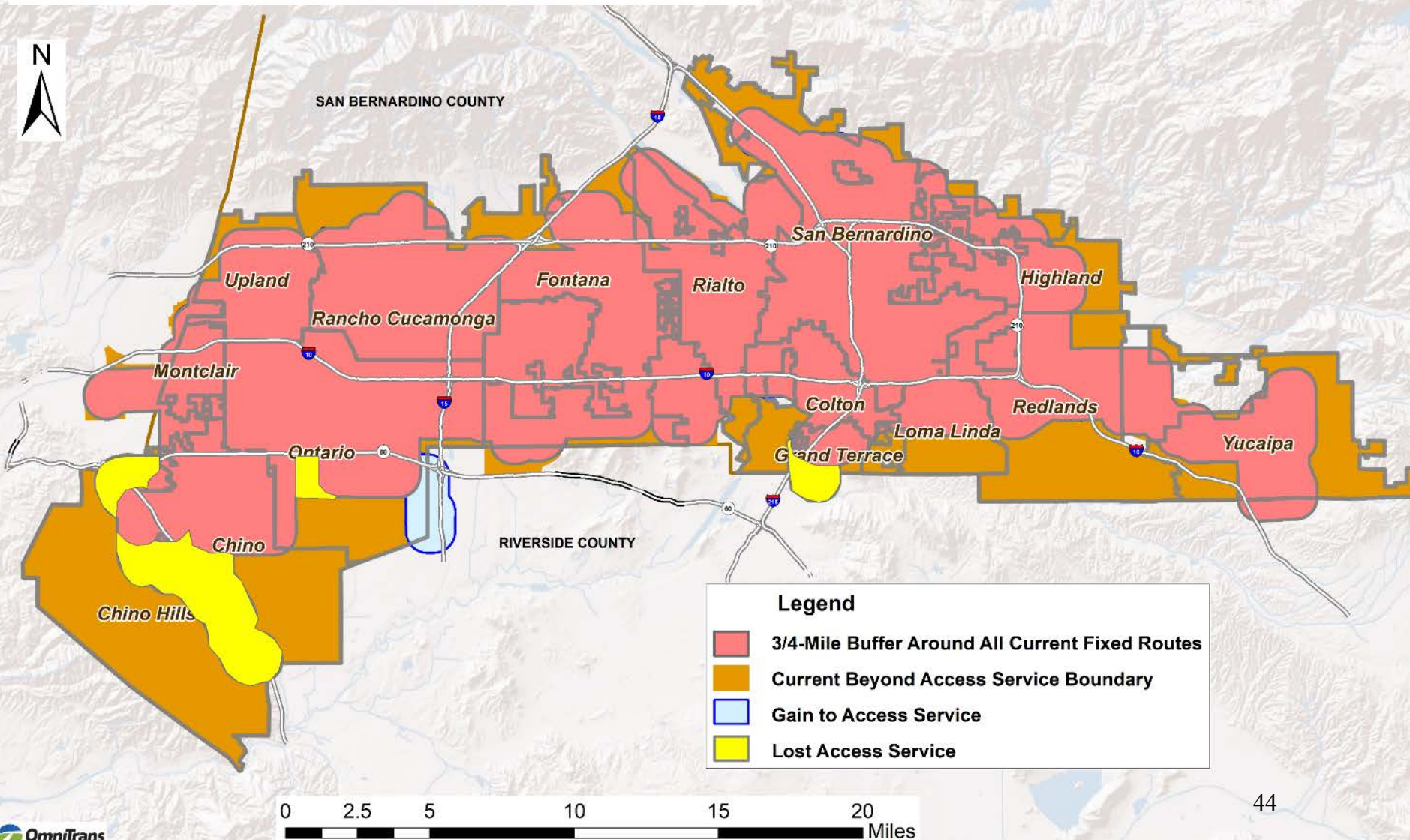
This represents 7/10 of one percent of all Access trips for that year.

### Legend

- 2018 Access Pick Ups
- 2018 Fixed Routes
- County Line
- Freeways
- Main Streets

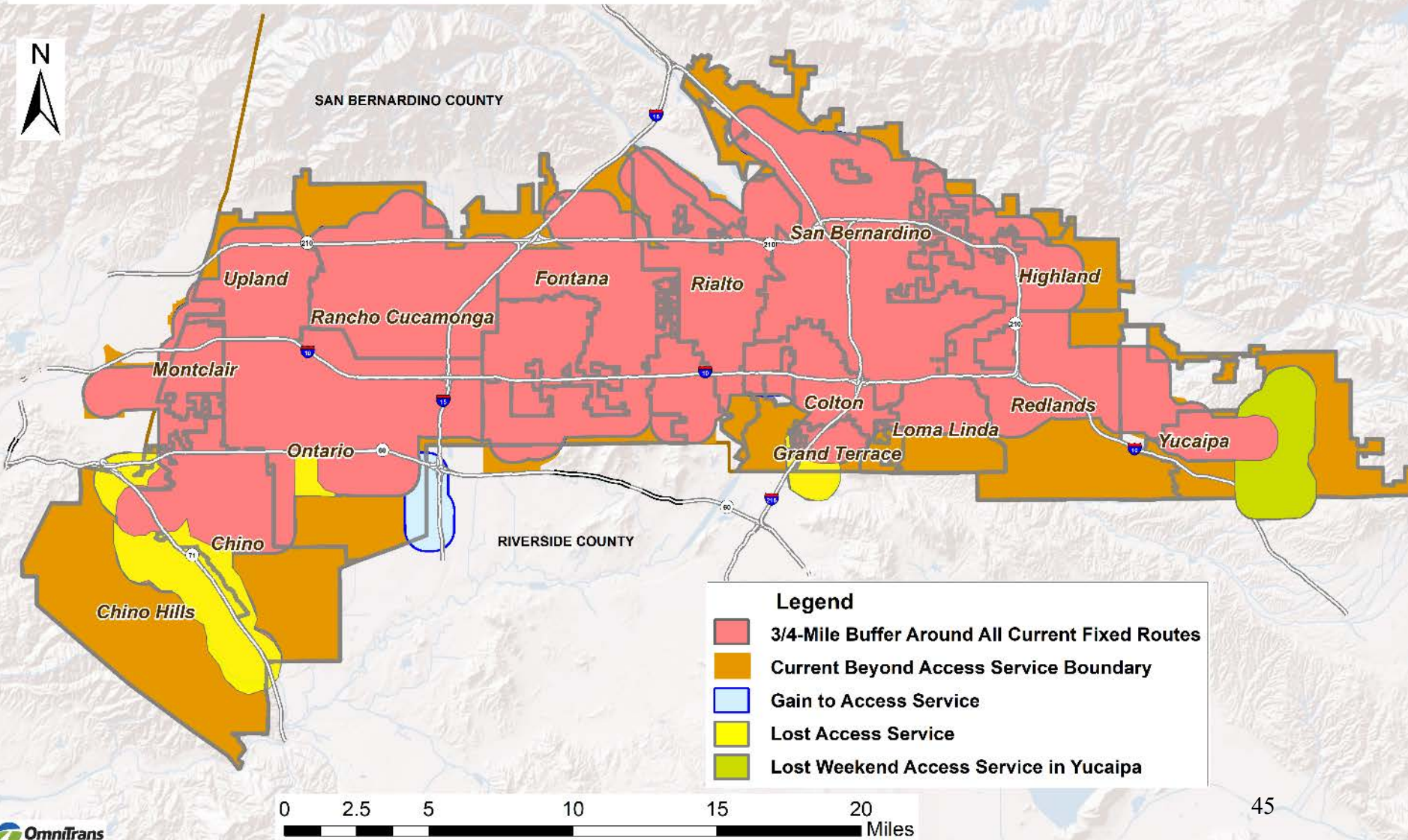


## Proposed Changes to ADA / Access Service Area





## Proposed Changes to ADA / Access Service Area



- **Access trip reservations:**
  - 57% subscription
  - 22% reserved 1-3 days in advance
  - 21% reserve 4-7 days in advance
- **Majority of Cancelations and No Shows come from 4-7 days in advanced reservations**
  - Annual cost: \$250,000-\$400,000 per year
- **Propose reducing window to up 3 days in advance**
- **Launching Pass Web to allow for online booking**
- **Proposal in line with peers**

- **Unlike fixed route, we know Access riders contact info and exact trips**
- **Will reach out directly to impacted customers**
- **Will provide information on mobility options through STS programs:**
  - Ride Lyft/Taxi
  - Volunteer Driver
  - Travel Training
  - Partner Programs





# Questions

ITEM # E5

**DATE:** October 23, 2019

**TO:** Committee Chair Penny Lilburn and  
Members of the Plans & Programs Committee

**THROUGH:** P. Scott Graham, CEO/General Manager

**FROM:** Connie Raya, Director of Maintenance

**SUBJECT: ZERO EMISSION BUS REGULATION ROLL-OUT PLAN UPDATE**

**FORM MOTION**

Receive and forward to the Board of Directors an update on the Zero Emission Bus Regulation and Roll-Out Plan.

**BACKGROUND**

On December 14, 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) regulation. The regulation requires transit agencies begin to purchase zero-emission buses (ZEBs), as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040. The regulation initially impacts standard transit buses, postponing the ZEB purchase mandate for articulated and cutaway buses until at least 2026.

To successfully transition to an all zero-emission bus fleet by 2040, each transit agency must submit a rollout plan under the regulation demonstrating how it plans to purchase zero emission buses, build out necessary infrastructure, and train the required workforce.

The main provisions of the regulation require large transit agencies to submit a ZEB rollout plan by July 1, 2020, and acquire a minimum number of ZEBs at the time of new bus purchases, based on the following schedules:

- 2023 – 25 percent
- 2026 – 50 percent
- 2029 and after - 100 percent

In 2018, Omnitrans purchased 64 Cummins L9N near zero emission engines that will be used to repower model year 2009, 2011, and 2012 CNG engines. By repowering these buses with cleaner emission engines, Omnitrans will not need to replace any buses until 2024, at which time the ZEB requirement will be twenty-five percent. The ZEB Procurement Plan is included as Attachment A.

In order to comply with the ICT regulation, Omnitrans has been taking the necessary steps to ensure compliance with both the fleet and infrastructure requirements. Staff have provided the required data to the consulting firm for the County-Wide Electrification Study, and have met with SCE's representatives and other agencies to determine future infrastructure needs. The fleet plan assumptions are revised based on the proposed service reduction/realignment.

#### County-Wide Electrification Study

Omnitrans Maintenance staff participated in a Facilities Site Visit with WSP as part of the ZEB master plan being conducted on behalf of SBCTA. Staff and WSP toured the East Valley and West Valley divisions, Montclair Transit Center, and San Bernardino Transit Center. The information gathered from these visits, as well as the data provided to WSP, will lay the groundwork for developing a conceptual infrastructure design.

#### Southern California Edison

Omnitrans Maintenance staff participated in a Project Site Evaluation with Southern California Edison (SCE) as part of the application process with the "Charge Ready Transport" program. The team visited both the East Valley and West Valley divisions to evaluate the area where the electric vehicles can be charged, find a footprint for the necessary equipment, and to assist in developing a physical distribution infrastructure layout.

#### Federal Low-No Grant

In May 2019, Omnitrans staff applied for the Federal Low-No grant program, partnering with electric bus manufacturer Proterra, for the purchase of four zero-emission transit buses and chargers. Although Omnitrans did not receive the grant, staff are reviewing state contracts that are available to purchase electric buses from and will be moving forward with the purchase of the four electric buses and chargers. These buses will be operated from both the West Valley and East Valley locations in order to test the range and reliability of the technology in our operating environment.

#### Service Reductions

In September 2019, Omnitrans brought three service reduction scenarios to the Board, and staff developed a revised Fleet Plan based on a proposed 16-bus reduction.

#### Meetings with Other Agencies

Maintenance Department staff have conducted site visits to neighboring agencies to discuss lessons learned and infrastructure concerns. Staff are registered to attend seminars, webinars, and conferences to discover how peers in the industry are designing facilities, financing infrastructure, and securing grants to help with this significant investment.

On October 9, 2019, Omnitrans hosted a regional meeting held by CARB regarding implementing the ICT Regulation. The purpose of the meeting was to provide an overview of the ICT

Regulation, available funding programs, and LCFS programs, engage MPOs on how the transit agencies and ICT regulation can work together to meet the regional VMT reduction target under SB 375. In addition, CARB encourages MPO's and air districts to take a lead role on resource coordination and utilize the regional approach under the ICT regulation, engage local utilities to better provide opportunities for transit agencies under the SB 350 implementation, understand individual transit agency's challenges, and provide a venue for transit agencies to have more access to technology providers.

## **CONCLUSION**

Receive and forward to the Board of Directors an update on the Zero Emission Bus Reduction and Roll-Out Plan. Omnitrans has taken several steps to comply with CARB's adopted ICT Regulation for fleet and facilities. The Roll-Out Plan must be submitted to CARB by July 1, 2020.

Attachments: A: ZEB Procurement Plan  
B: PowerPoint Presentation

**ZEB Procurement Plan**

**ATTACHMENT A**

			40' CNG Bus			40' ZEB Bus			60' CNG Bus			Yearly Cost to Replace Buses
Year	# Buses	ZEB Requirement	40' CNG Bus	# 40' CNG	Total Cost 40' CNG Bus	40' ZEB	# ZEB	Total Cost 40' ZEB	60' CNG Bus	# 60' CNG	Total Cost 60' CNG Bus	
2018		0%	\$ 640,000	0		\$ 896,000	0		\$ 1,200,000	0		\$ -
2019		0%	\$ 659,200	23	\$ 15,161,600	\$ 922,880	0		\$ 1,236,000	0		\$ 15,161,600
2020	4	0%	\$ 678,976	0		\$ 950,566	4	\$ 3,802,266	\$ 1,273,080	0		\$ 3,802,266
2021		0%	\$ 699,345	0		\$ 979,083	0		\$ 1,311,272	0		\$ -
2022		0%	\$ 720,326	0		\$ 1,008,456	0		\$ 1,350,611	0		\$ -
2023		0%	\$ 741,935	0		\$ 1,038,710	0		\$ 1,391,129	0		\$ -
2024	18	25%	\$ 764,193	13	\$ 9,934,515	\$ 1,069,871	5	\$ 5,349,354	\$ 1,432,863	0		\$ 15,283,869
2025	17	25%	\$ 787,119	13	\$ 10,232,551	\$ 1,101,967	4	\$ 4,407,868	\$ 1,475,849	0		\$ 14,640,418
2026	34	50%	\$ 810,733	10	\$ 8,107,329	\$ 1,135,026	10	\$ 11,350,260	\$ 1,520,124	14	\$ 21,281,737	\$ 40,739,326
2027	0	50%	\$ 835,055	0	\$ -	\$ 1,169,077	0	\$ -	\$ 1,565,728	0		\$ -
2028	16	50%	\$ 860,106	8	\$ 6,880,852	\$ 1,204,149	8	\$ 9,633,193	\$ 1,612,700	0		\$ 16,514,044
2029	15	100%	\$ 885,910	0		\$ 1,240,274	15	\$ 18,604,103	\$ 1,661,081	0		\$ 18,604,103
2030	13	100%	\$ 912,487	0		\$ 1,277,482	13	\$ 16,607,263	\$ 1,710,913	0		\$ 16,607,263
2031	0	100%	\$ 939,862	0		\$ 1,315,806	0	\$ -	\$ 1,762,240	0		\$ -
2032	25	100%	\$ 968,057	0		\$ 1,355,280	24	\$ 32,526,729	\$ 1,815,108	1	\$ 1,815,108	\$ 34,341,837
2033	23	100%	\$ 997,099	0		\$ 1,395,939	23	\$ 32,106,593	\$ 1,869,561	0		\$ 32,106,593
2034	0	100%	\$ 1,027,012	0		\$ 1,437,817	0	\$ -	\$ 1,925,648	0		\$ -
2035	0	100%	\$ 1,057,822	0		\$ 1,480,951	0	\$ -	\$ 1,983,417	0		\$ -
2036	7	100%	\$ 1,089,557	0		\$ 1,525,380	7	\$ 10,677,660	\$ 2,042,920	0		\$ 10,677,660
2037	4	100%	\$ 1,122,244	0		\$ 1,571,141	4	\$ 6,284,566	\$ 2,104,207	0		\$ 6,284,566
2038	30	100%	\$ 1,155,911	0		\$ 1,618,276	30	\$ 48,548,270	\$ 2,167,333	0		\$ 48,548,270
2039	13	100%	\$ 1,190,589	0		\$ 1,666,824	13	\$ 21,668,711	\$ 2,232,353	0		\$ 21,668,711
2040	33	100%	\$ 1,226,306	0		\$ 1,716,829	26	\$ 44,637,545	\$ 2,299,324	7	\$ 16,095,268.63	\$ 60,732,814
												\$ 340,551,740

Assumptions:

14 year replacement on CNG buses

12 year replacement on zero emission buses



# **ZERO EMISSION BUS REGULATION ROLL-OUT PLAN UPDATE**

**Plans and Programs Committee  
October 23, 2019**

ZEB Rollout Plan by July 1, 2020 to include:

- Acquire a Minimum Number of ZEBs at the Time of Purchase
  - 2023 – 25 percent of bus purchases
  - 2026 – 50 percent of bus purchases
  - 2029 - 100 percent of bus purchases
- Must be 100 percent ZEB Fleet by 2040
- Schedule for Construction and Infrastructure Modifications
- Training Program for Operators and Mechanics
- Identification of Potential Funding Sources



- FLEET
  - Provided Data to WSP for County-Wide Electrification Study
  - Applied for Low-No Grant to Purchase Four Electric Buses and Chargers
  - Site Visits to Sunline, OCTA, Foothill Transit, and VVTA to Explore Electric, Hydrogen, and Mixed Fleet Options



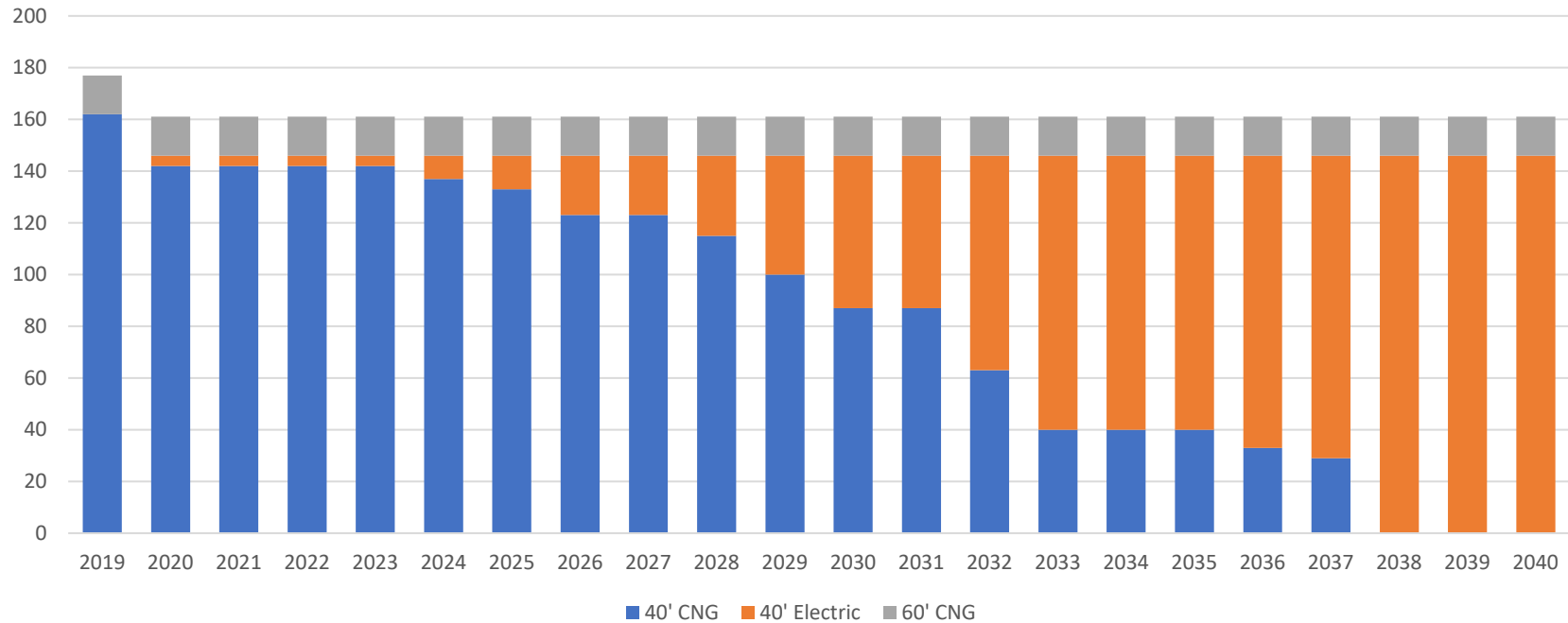
## FACILITIES

- Attended Southern California Edison Workshop
- Conducted Site Evaluations at East and West Valley and San Bernardino Transit Center
- Applied for Charge Ready Program



- Revised Fleet Plan based on proposed Service Reduction/Realignment
- Reviewing State Contracts for Assignability to Purchase Electric Buses
- Hosted ICT Regional Meeting on October 9 with CARB
- Working with WSP on County-Wide Electrification Study

Zero Emission Bus Roll-Out Plan



\*OmniTrans has the funding for four 40' electric buses

\*\*There is no requirement for 60' electric buses

- Continue to Work with WSP on Electrification Study
- Monitor Status of ZEB Technology
- Explore Hydrogen with SBCTA for Mixed ZEB Fleet
- Attend Seminars and Webinars
- Explore Funding Opportunities
- Begin Construction of Infrastructure for Battery Electric Buses in 2022
- Begin CNG Bus Replacement in 2024

**THANK YOU**

ITEM # E6

**DATE:** October 23, 2019

**TO:** Committee Chair Penny Lilburn and  
Members of the Plans and Programs Committee

**THROUGH:** P. Scott Graham, CEO/General Manager

**FROM:** Jeremiah Bryant, Director of Strategic Development

**SUBJECT: WEST VALLEY CONNECTOR PROJECT UPDATE**

**FORM MOTION**

Receive and forward to the Board of Directors a project update for the West Valley Connector project.

**BACKGROUND**

In 2010, the Omnitrans Board of Directors approved the *System-wide Transit Corridors Plan for the San Bernardino Valley*, which included a system of ten planned bus rapid transit (BRT) corridors, identified as the sbX System Corridors. The Green Line (E Street Corridor) in San Bernardino and Loma Linda was the first of the ten corridors and was implemented in 2014. The West Valley Connector Project (Project) is the proposed second corridor.

The West Valley Connector is 35 miles long and includes two phases that would connect the cities of Pomona, Montclair, Ontario, Rancho Cucamonga and Fontana. The proposed project includes up to 60 station platforms at 33 locations/major intersections and associated improvements, spaced 0.5 to 1 mile apart to facilitate higher operating speeds. Stations would be “rapid bus” style stations designed for fast boarding. Approximately 3.5 miles of exclusive lanes are anticipated in the City of Ontario which would include Transit Signal Priority (TSP) and other transportation systems management improvements, such as queue jump lanes. Implementation of the project is expected to increase transit usage, reduce traffic congestion and automobile vehicle miles traveled, and improve regional air quality.

In January 2017, the Omnitrans Board of Directors and the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved the transfer of the lead role on the Project from Omnitrans to SBCTA, including the transfer of Omnitrans’ existing Architectural, Engineering and Final Design Services Contract with Parsons Transportation Group, Inc. (Parsons). Subsequent to the transfer, SBCTA staff conducted an independent assessment of the Project and presented the assessment findings at the April 2017 Transit Committee meeting, including six (6) alignment alternatives that were previously studied. In May 2017, the SBCTA Board directed staff to proceed to complete the environmental clearance of the West Valley Connector Alignment referred to as Scenario 6, Minimal Operating Segment. The SBCTA Board of Directors approved a two-phase



approach, with the portion of the alignment from Pomona to Victoria Gardens in Rancho Cucamonga to be completed in Phase I and the portion of the alignment from Ontario International Airport to Kaiser Permanente Medical Center in Fontana to be completed in Phase II. See Attachment A for proposed project alignment.

### **Environmental Review Process**

Omnitrans staff began the preparation of the environmental document in July 2016, which was continued by SBCTA staff and the Parsons team after the lead role on the Project was transferred to SBCTA. Omnitrans staff continued to review and give input on the draft environmental document and other input as needed for the Project.

The project is subject to State and Federal environmental review requirements because it involves the use of Federal funds administered by the FTA. Therefore, the project joint documentation has been prepared in compliance with both the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). SBCTA is the lead agency under CEQA; FTA is the lead federal agency under NEPA.

The Draft Environmental Impact Report and Environmental Assessment (EIR/EA) were prepared, in cooperation with the FTA, to evaluate potentially significant environmental impacts associated with implementation of the proposed project and address appropriate and feasible mitigation measures and alternatives to the proposed project that would reduce or eliminate those impacts. The [draft EIR/EA](#) analyzed two Build Alternatives A and B. Alternative A – Rapid line with no dedicated bus-only lanes, would include the full 35 mile-long BRT corridor, which is comprised of the Phase I/Milliken Alignment, Phase II/Haven Alignment, and 60 side-running station platforms at 33 station locations/major intersections. Alternative B – Full BRT with 3.5 miles of dedicated bus-only lanes in Ontario is similar to Alternative A, with the exception that a 3.5 mile-long dedicated bus-only lane would be constructed between Benson Avenue and Vine Avenue and between Euclid Avenue and Vineyard Avenue in Ontario. This alternative would include 5 center-running station platforms and 50 side-running station platforms at 33 station locations/major intersections.

The FTA completed the review of the administrative draft EIR/EA in January 2017. As a result of the review, the FTA asked for additional public meetings to be conducted to reach out to the communities along the alignment and to property owners along the 3.5 mile long dedicated lane section on Holt Boulevard. Three (3) separate meetings were conducted by SBCTA and the Parsons team in June 2017. The first meeting was held on June 13, 2017 to serve the communities in the City of Ontario and the property owners along Holt Boulevard, the second meeting was held on June 14, 2017 to serve the communities in the Cities of Rancho Cucamonga and Fontana, and the third meeting on June 15, 2017 to serve the communities in the cities of Montclair and Pomona. Public comments generated from these meetings were provided back to the FTA and reflected in the draft environmental document.

SBCTA and the Parsons team updated the draft EIR/EA to address comments made by the FTA in their initial review, comments made by the public during the outreach meetings, and to include the scenario 6 modifications that were made to the alignment. This updated draft EIR/EA was reviewed by the FTA between December 15, 2017 and January 17, 2018. It examined a No Build Alternative and two Build Alternatives (Alternatives A and B). The No Build Alternative proposes no improvements to the existing local bus services. The existing local bus service on Routes 61

and 66 would maintain current service of 15-minute headways, for a total of four buses per hour in each direction.

In January 2018, prior to the circulation of the draft EIR/EA, the SBCTA Board of Directors approved of Alternative B, as depicted in Exhibit 1, as the SBCTA Locally Preferred Alternative (LPA) subject to completion of CEQA and NEPA review.

On January 8, 2018, during FTA's second review of the draft EIR/EA, FTA informed SBCTA staff that the Operations and Maintenance (O&M) facility must be included in the EIR/EA as it is a required component of the Project.

The draft EIR/EA has undergone legal review by both SBCTA and FTA, and was approved for public circulation by FTA in July 2019. A copy of the EIR/EA and draft comment responses can be found at the following link:

<https://www.gosbcta.com/project/west-valley-connector-brt/>

In compliance with Section 106 of the National Historic Preservation Act, FTA requires that a Preferred Alternative (PA) be selected prior to its submittal of the Finding of Effect (FOE) to the California State Historic Preservation Officer (SHPO) and consulting parties. The purpose of the FOE is to assess the effect of the PA on historic, architectural and archaeological resources. It is anticipated that FTA, on behalf of SBCTA, will request SHPO concurrence on a finding of no adverse effect on historic properties for the PA. Since the LPA is selected prior to circulating the draft EIR/EA, the local agency needs to select the PA based on the input received during the public comment period. Based on this requirement, SBCTA staff will present an item to the SBCTA Board in November 2019 to obtain approval on the PA as described in this update.

#### **45-day Public Comment Period and Hearing**

As part of the environmental process, the draft EIR/EA was circulated for forty-five (45) calendar days to allow government agencies, the public and all stakeholders to provide comments to the environmental document and to the Project in general. The 45-day public circulation period commenced in June 2019 and ended in August 2019. The meetings were led by SBCTA staff and the Parsons team with support from Omnitrans staff.

Four public meetings were held at the following dates, times and locations to inform the public of the proposed project and encourage public input.

<b>Date</b>	<b>Time</b>	<b>Location</b>
July 17, 2019	6:00-8:00 p.m.	City of Fontana-Flex Conference Room, City Hall
July 18, 2019	6:00-8:00 p.m.	City of Ontario-Senior Center MPR
July 31, 2019	6:00-8:00 p.m.	City of Pomona-City Council Chambers
August 1, 2019	6:00-8:00 p.m.	City of Rancho Cucamonga-Central Park – Etiwanda Room

The meetings were arranged in an open house format with various exhibits and a brief presentation explaining details of the project. Following the presentation, attendees were encouraged to review the exhibits and consult with members from the FTA, SBCTA, Omnitrans and the consultant team.

### **Public Review comments and Preferred Alternative Workshop**

During the comment review period, a total of 38 comments were received. Of the 38 comments, 13 of the comments were from public agency stakeholders, wherein both Caltrans District 7 and District 8 expressed support and the City of Rancho Cucamonga expressed conditional support for the project. The remaining 10 agencies provided comments but did not state explicitly in their comments if they were in support of the project or not.

The remaining 25 comments received from the community were from the general public and Native American Tribes. Of these, seven expressed support for the project, one did not support the project based on his opinion of the existing BRT corridor in San Bernardino (Omnitrans sbX Green Line), three were not in support of Alternative B, and 14 did not express if they were for or against the project.

These results were reviewed at a Preferred Alternative Workshop held at SBCTA on September 16, 2019. The attendees of the Workshop included SBCTA and Omnitrans staff and consultant teams from Parsons and HDR. The purpose of the Workshop was to review the comments received including other considerations related to Alternatives A and B and the No Build Alternative, and to evaluate whether the Locally Preferred Alternative approved by the SBCTA Board in 2018 should remain or whether staff should recommend to the Board to consider another alternative. Considerations used in comparing the alternatives included the project Purpose and Need, Environmental Impacts, Financial Implications, Stakeholder Support, Community Input, Travel Time, Safety and Security.

A summary of the assessment is included in the table below:

<b>Consideration</b>	<b>No Build</b>	<b>Alternative A</b>	<b>Alternative B</b>
Purpose and Need	Does not meet	Meets - same as B	Meets - same as A
Environmental Impacts	No short term/Long term air quality impacts	Short term - less than B/Long term same as B	Short term - more than A/Long term same as A
Financial Implications	Less cost than A and B	Less cost than B	Most cost
Revenues	Does not apply	Less than B	More than A
Stakeholder support	None expressed favor of No Build	3 expressed support – no Alt specified	3 expressed support – no Alt specified
Community Input	1 in favor of No build/3 specifically against B	7 in support – no Alt specified	7 in support – no Alt specified
Travel Time	Existing local service has slower travel time than A and B	Travel time slower than B, faster than existing local service	Travel time faster than existing local service and A.
Safety and Security	Existing local does not include safety and security amenities in A and B	Includes same Safety and Security Amenities as B	Includes same Safety and Security Amenities as A

In addition to the preferred alternative selection, the Workshop attendees also discussed the preferred Operation & Maintenance (O&M) facility site. Three optional sites all located in the City of Ontario (Site 1: 1516 S. Cucamonga Avenue; Site 2: 1440 S. Cucamonga Avenue, and Site 3: 1333 S. Bon View Avenue) were analyzed in the draft EIR/EA. All three sites are owned by the

City of Ontario. Impacts from construction and operation of either site would be similar; however, the cost to obtain Site 3 may be higher if hazardous material remediation is required. Based on the City of Ontario's comments received during the public review period, Site 1 and Site 2 are currently not available. Therefore, SBCTA and Omnitrans staff recommend that Site 3 be chosen for the targeted O&M facility construction. Should Site 3 become unavailable in the future or cost-prohibitive to be used, SBCTA staff will seek other locations to construct the O&M facility. The new site will undergo environmental review pursuant to CEQA and NEPA requirements.

### **Staff Recommendation**

Prior to public circulation and dating back to the approved Alternatives Analysis report in 2014, Omnitrans and SBCTA have worked in cooperation with the five city jurisdictions in which the West Valley Connector will operate. Omnitrans staff also presented the Alternatives Analysis report at each city's City Council meeting in 2014. Several Project Development Team (PDT) meetings have also taken place, to review factors such as routing, station location, traffic, aesthetics, safety, security and cost. The current build alternatives, A and B, reflect the discussions held with the cities during project development.

It should be noted that the difference between Alternative A and B applies only within the City of Ontario. Further, the City of Ontario's General Plan supports improved transit along the Holt Boulevard corridor. In addition, the proposed improvements included with Alternative B are consistent with the *Holt Boulevard Mobility and Streetscape Strategic Plan* approved by the Ontario City Council in 2013. Based on an assessment of these factors, SBCTA and Omnitrans staff recommends that Alternative B be the Preferred Alternative for the Final Environmental Document.

Lastly, to complete the approval process and comply with NEPA requirements and since City of Pomona does not have representation on the SBCTA Board, SBCTA staff will be presenting and seeking concurrence on the PA from the City of Pomona City Council.

The following are remaining project approval milestones:

### **Environmental Clearance Schedule**

Tasks	Start	Finish
FTA Review of Response to Public Comments and Draft Finding of No Significant Impact (FONSI)	11/19	12/19
Filing of Notice of Determination/Complete CEQA Approval	3/20	3/20
FTA /NEPA approval of FONSI	3/20	3/20

Strategic Initiative Supported – Omnitrans Strategic Plan FY2017-2020 Service and Operations Goal, Strategy 1.1 Introduce new service modes and/or adjust service to address needs of non-riders.

**CONCLUSION**

Receive and forward to the Board of Directors a project update for the West Valley Connector project.

PSG:JB:AMJ

