



San Bernardino Associated Governments

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



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

AGENDA
Transit Committee Meeting

May 12, 2016

9:00 AM

Location

SANBAG

First Floor Lobby

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

Transit Committee Membership

Chair

Supervisor James RAMOS (SCRRRA Alternate)
County of San Bernardino

Mayor L. Dennis Michael
City of Rancho Cucamonga

Vice Chair

Mayor Pro Tem Bill Jahn (Mtn/Desert Board Member)
City of Big Bear Lake

Mayor Pro Tem Jon Harrison
City of Redlands

Supervisor Robert Lovingood (Mtn/Desert Board Member)
County of San Bernardino

Mayor Deborah Robertson
City of Rialto

Mayor Larry McCallon (SCRRRA Primary)
City of Highland

Mayor Ray Musser
City of Upland

Mayor Paul Eaton (SCRRRA Primary)
City of Montclair

Council Member Richard Riddell
City of Yucaipa

Council Member Alan Wapner (SCRRRA Alternate)
City of Ontario

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

AGENDA

Transit Committee Meeting

**May 12, 2016
9:00 AM**

Location

SANBAG Office

First Floor Lobby

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

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

CALL TO ORDER

(Meeting Chaired by James Ramos)

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

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

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

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

CONSENT CALENDAR

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

Consent - Transit

2. Construction Contract Change Orders to on-going SANBAG Construction Contract with Shimmick Construction Company, Inc.

Receive and File Change Orders.

Presenter: Carrie Schindler

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

3. Third Quarter Fiscal Year 2016 Right-of-Way Grants of Use Report

That the Transit Committee receive the third quarter (January, February, March) Right-of-Way Grants of Use Report.

Presenter: Theresa Armistead

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

DISCUSSION ITEMS

Discussion - Transit

4. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2016/2017

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, approve the Southern California Regional Rail Authority Preliminary Fiscal Year 2016/2017 Budget, requesting the following subsidies from SANBAG:

A. Operating Assistance Allocation of \$14,785,000 paid for with \$14,735,000 in Valley Local Transportation Funds and the remaining \$50,000 in Low Carbon Transit Operations Program funds. The total allocation is an increase of 4.5% over the Fiscal Year 2015/2016 Operating Budget;

B. Rehabilitation Allocation of \$1,664,000 paid for with \$154,560 in Transit System Safety, Security, and Disaster Response Account Proposition 1B funds and \$1,509,440 in Federal Transit Administration Section 5337 State of Good Repair funds;

C. Capital Allocation of \$187,000 in State Transit Assistance Funds – Operator Allocation; and

D. A Rotem car reimbursement of \$1,000,000 in Federal Transit Administration Section 5337 State of Good Repair funds for costs associated with the purchase of Rotem cars originally funded by the Orange County Transportation Authority, per the reimbursement plan approved by the Board of Directors on July 10, 2013.

E. Authorize a budget amendment to the Fiscal Year 2016/2017 adopted budget in the amount of \$1,501,560 to task 0314 Transit Operations, funded with Local Transportation Funds – Rail.

F. Authorize a budget amendment to the Fiscal Year 2016/2017 adopted budget in the amount of \$187,000 to task 0315 Transit Capital, subtask 0379 Metrolink Capital Subsidy funded with State Transit Assistance Funds.

Presenter: Monica Morales

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

5. Railroad Right of Way Valuation Report

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, receive and file the “Across the Fence” Valuation Study of rail corridor right-of-way, completed March 6, 2015 by Epic Land Solutions, Incorporated in accordance with SANBAG Rail Property Policy No. 31602.

Presenter: Theresa Armistead

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

6. Inland Empire 66ers Cooperation and Indemnity Agreement

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission and San Bernardino County Transportation Authority, authorize the Executive Director or his designee to execute Agreement No. 16-1001519, Cooperation and Indemnity Agreement between San Bernardino Associated Governments and the Inland Empire 66ers with the advice of and in form approved by the General Counsel.

Presenter: Carrie Schindler

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

7. Agreement with City of Rancho Cucamonga and Developer For Exclusive Negotiations Pertaining To a Transit-Oriented Development at the Rancho Cucamonga Metrolink Station

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

A. Approve draft Contract No. 16-1001524, an exclusive negotiating agreement, with the City of Rancho Cucamonga and the limited liability company to be formed based on the Creative Housing Associates proposal, to establish the terms and conditions of a financeable development ground lease at the Rancho Cucamonga Metrolink Station.

B. Authorize the Executive Director or his designee to make changes to the terms of the agreement prior to execution by the Board President as approved by General Counsel.

Presenter: Carrie Schindler

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

8. Ontario International Airport Rail Access Ride Share Update

That the Transit Committee receive and file a report on efforts by SANBAG and Omnitrans to research and provide transit connections from Metrolink Stations to the Ontario International Airport.

Presenter: Justin Fornelli

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

9. Redlands Passenger Rail Project Service Branding Update

Receive and file the Redlands Passenger Rail Project Service Branding Update.

Presenter: Michelle Adams

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

Discussion - Transportation Programming and Fund Administration

10. Unmet Transit Needs Public Hearings and Findings

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

A. Review the testimony from the September 2015 Unmet Transit Needs Public Hearings;

B. Adopt Resolution No. 16-034 adopting Unmet Transit Needs Findings.

Presenter: Nancy Strickert

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

Comments from Board Members

Brief comments from Board Members

Public Comment

Brief comments from the General Public

ADJOURNMENT

Additional Information

Attendance

SANBAG Entities

Acronym List

Mission Statement

The next Transit Committee Meeting will be June 9, 2016.

Meeting Procedures and Rules of Conduct

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

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

Agendas – All agendas are posted at 1170 W. 3rd Street, 1st 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 “Discussion” contain recommended actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors or unanimous vote of members present as provided in the Ralph M. Brown Act Government Code Sec. 54954.2(b).

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

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

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

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

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

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

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

Attendance.

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

Basic Agenda Item Discussion.

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

The Vote as specified in the SANBAG Bylaws.

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

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he/she would like to amend the motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is not addressed until after a vote on the first motion.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

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

The Chair.

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

Courtesy and Decorum.

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

*Adopted By SANBAG Board of Directors January 2008
Revised March 2014*

- 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: May 12, 2016

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

Item No.	Contract No.	Principals & Agents	Subcontractors
2	C14001	Shimmick Construction Company Inc. <i>Paul Camaur</i>	Allied Steel Co., Inc. Marina Landscape, Inc. Innovative Concrete & Engineering Giroux Glass Winegardner Masonry Excelsior Elevator Fencecorp Inc. Ellis Excavating Gerdau Eberhard EMC Rutherford Co., Inc. M.B. Herzog Electric Hardy & Harper, Inc.
5	16-1001412	Epic Land Solutions, Inc. <i>Holly Rockwell</i>	Eco & Associates, Inc. Catalyst Consulting Corp. Commonwealth Land Title
6	16-1001519	Inland Empire 66ers <i>Joe Hudson</i>	None
7	16-1001524	Creative Housing Associates Lambert Development Gluckstein Family Investments/Apex Realty Inc.	None

Entity: CMA, COG, CTA, CTC, SAFE

Transit Committee Agenda Item

May 12, 2016

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Financial Impact:

This item has no direct impact on the SANBAG budget.

Reviewed By:

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

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

-
- 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: 2

Date: May 12, 2016

Subject:

Construction Contract Change Orders to on-going SANBAG Construction Contract with Shimmick Construction Company, Inc.

Recommendation:

Receive and File Change Orders.

Background:

Contract Number C14001 with Shimmick Construction Company, Inc. for construction of the Downtown San Bernardino Passenger Rail Project had two Construction Change Orders approved since the last report to the Transit Committee. CCO No. 11 (\$486,000.00 increase for the construction daily overhead cost and extension to the contract period of performance). CCO No. 12 (\$75,880.00 increase for modifications to the signing and striping plans; adjustments to property and conform limits).

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

Entity: CTC

Rail and Transit Construction Contracts

Downtown San Bernardino Passenger Rail Project (C14001)		
Executed Change Orders		
Number	Description	Amount
1	Replace Signals Mast at Depot for Tracks P5 and P6, (CN 5-\$60,761), Remove and Dispose of Debris (CN 6-\$27,000).	\$87,761.00
2	Build Temporary Mini-High (CN 4.1-\$81,320), Removal of Property Owner Debris (CN 6.1-\$52,000). Install Temp Fence adjacent to San Bernardino Transit Center (CN 12-\$5,000).	\$138,320.00
3	Reconstruct CMU block wall trash enclosure at the San Manuel stadium (CN 010-\$34,950), Additional tree removal along railroad right-of-way (CN 16-\$18,000); Relocate equipment and materials at the San Bernardino Transit Center parking lot (CN 17-\$40,000); Construction of temporary platform at Santa Fe Depot (CN 18-\$40,000).	\$132,950.00
4	Additional electrical work for power pedestal, rail lubricator and signal house (CN 2-\$45,179.50). Additional miscellaneous electrical work (CN 14-\$26,476.62).	\$71,656.12
5	Adjustments to the various allowance bid items (CN 26-\$208,142.57).	\$208,142.57
6	Modify various storm drain structures (CN 8-\$89,381). Installation additional parking lot light poles at the Southern California Gas Company parking lot (CN 14.01-\$3,229.87). Increase gauge rubber on crossing panels (CN 21-\$4,102.13)	\$96,713.00
7	Installation of infrastructure for electric vehicle charging stations (CN 7.2-\$24,000). Installation of water line bypass at G St (CN 28-\$84,000).	\$108,000.00
8	Adjustments to the various allowance bid items (CN 26-\$208,142.57).	\$207,000.00
9	Adjustments to allowance bid item 006-Railroad Flagging (CN 35-\$121,000.00).	\$121,000.00
10	Adjustments to allowance bid item 002-Unforeseen Utilities (CN 36-\$200,000.00).	\$200,000.00
11	Extension to the contract period of performance and adjustment to bid item 003 for the construction daily overhead cost (CN 030-\$486,000)	\$486,000.00
12	Modifications to signing and striping plans (CN 23.1-\$5,880). Property and conform adjustment (CN 39-\$70,000).	\$75,880.00
CCO TOTAL		\$1,933,422.69
APPROVED CONTINGENCY		\$2,981,464.00
REMAINING CONTINGENCY		\$1,048,041.31

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

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

Minute Action

AGENDA ITEM: 3

Date: May 12, 2016

Subject:

Third Quarter Fiscal Year 2016 Right-of-Way Grants of Use Report

Recommendation:

That the Transit Committee receive the third quarter (January, February, March) Right-of-Way Grants of Use Report.

Background:

The Board of Directors adopted the SANBAG Rail Property Policy No. 31602 on July 2, 2014. In accordance with Policy No. 31602, Section B - Policy Principals and Authority to Execute Grants of Right of Use, the Board authorized the Executive Director, or designee, to approve all grants of rights of use documents as approved to form by General Counsel.

Attachment A identifies the grants of use approved in the third quarter of Fiscal Year 2016.

Financial Impact:

This item is consistent with the approved SANBAG Fiscal Year 2015/2016 Budget. Presentation of the quarterly Right-of-Way report demonstrates compliance with the SANBAG Rail Property Policy No. 31602.

Reviewed By:

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

Responsible Staff:

Theresa Armistead, Management Analyst II

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

Entity: CTC

Attachment A

January - March 2016 Right-of-Way Grants of Use Report

Vendor Name	Contract No.	Agreement Type	Linked Agreements	Executed Date	Term Date	Application Fee	Annual Admin Fee	Amendment or Extension Fee	Use Fee	Use Fee Duration	Fee's Waived	Waived Fee Amount	Waived Fee Comments
C-Below, Inc.	16-1001324	ROE-extension	16-1001380	2/11/16	05/11/2016	N/A	N/A	\$560.00	N/A	N/A	x	\$ 560.00	SANBAG contractor: Redlands Passenger Rail Project
DR Horton CA2, Inc.	16-1001434	ROE	None	3/1/16	02/28/2017	\$ 2,230.00	\$0.00		\$1,500.00	90 days			

Total One-time Application Fee \$ 2,230.00
Total Annual Admin Fee \$0.00
Total One-time Use Fee \$560.00 \$1,500.00

Minute Action

AGENDA ITEM: 4

Date: *May 12, 2016*

Subject:

Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2016/2017

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, approve the Southern California Regional Rail Authority Preliminary Fiscal Year 2016/2017 Budget, requesting the following subsidies from SANBAG:

- A. Operating Assistance Allocation of \$14,785,000 paid for with \$14,735,000 in Valley Local Transportation Funds and the remaining \$50,000 in Low Carbon Transit Operations Program funds. The total allocation is an increase of 4.5% over the Fiscal Year 2015/2016 Operating Budget;
- B. Rehabilitation Allocation of \$1,664,000 paid for with \$154,560 in Transit System Safety, Security, and Disaster Response Account Proposition 1B funds and \$1,509,440 in Federal Transit Administration Section 5337 State of Good Repair funds;
- C. Capital Allocation of \$187,000 in State Transit Assistance Funds – Operator Allocation; and
- D. A Rotem car reimbursement of \$1,000,000 in Federal Transit Administration Section 5337 State of Good Repair funds for costs associated with the purchase of Rotem cars originally funded by the Orange County Transportation Authority, per the reimbursement plan approved by the Board of Directors on July 10, 2013.
- E. Authorize a budget amendment to the Fiscal Year 2016/2017 adopted budget in the amount of \$1,501,560 to task 0314 Transit Operations, funded with Local Transportation Funds – Rail.
- F. Authorize a budget amendment to the Fiscal Year 2016/2017 adopted budget in the amount of \$187,000 to task 0315 Transit Capital, subtask 0379 Metrolink Capital Subsidy funded with State Transit Assistance Funds.

Background:

The Southern California Regional Rail Authority (SCRRA) Joint Powers Agreement requires that a preliminary budget be presented to the member agencies by May 1st of each year. Adoption of the final SCRRA budget is scheduled in June and is contingent upon each of the five member agencies approving their financial contribution for the fiscal year. The five member agencies include San Bernardino Associated Governments (SANBAG), the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC). On April 22, 2016, the SCRRA Board authorized the release of the Preliminary Fiscal Year 2016/2017 Budget, which followed a SCRRA Board of Directors Budget Workshop on February 26, 2016.

Entity: *CTC*

Transit Committee Agenda Item

May 12, 2016

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The SCRRRA Preliminary Fiscal Year 2016/2017 Budget, included as Exhibit A, totals \$274.9 million, consisting of \$243.8 million in operating budget authority, \$29.8 million in Rehabilitation Program authority, and \$1.3 million in Capital Program authority. Carryover of new capital projects approved in prior years is \$255.1 million, and carryover of rehabilitation projects approved in prior years is \$37.9 million. SANBAG's subsidy for Metrolink service equates to \$14,785,000 for operations, \$1,664,052 for rehabilitation, \$187,000 for new capital, and \$1 million for Rotem car reimbursement to OCTA. The proposed operating subsidy includes \$680,000 for the ongoing lease of Burlington Northern Santa Fe (BNSF) locomotives.

SANBAG's proposed Fiscal Year 2016/2017 operating allocation is an increase of 4.5% over last year's allocation. Some of the major cost drivers for the increase include additional costs for rolling stock spare parts; contract increases for the vehicle maintenance contractor; an increase in the Operations and Administration salaries and wages; the addition of the Shortway and Redlands Subdivisions to the SCRRRA system for maintenance; and four months operating expenses for the Downtown San Bernardino Passenger Rail Project extension of Metrolink service one mile to the San Bernardino Transit Center, which is estimated to begin service in spring of 2017. In addition, SCRRRA provided a Fiscal Year 2017/2018 Forecasted Operating Budget \$248.3 million resulting in a projected SANBAG operating allocation of \$15,525,000. This is a 5.0% increase over the Fiscal Year 2016/2017 amount that includes the BNSF lease and a 10.1% increase over the Fiscal Year 2016/2017 amount that does not include the BNSF lease. SCRRRA also provided a Fiscal Year 2018/2019 Forecasted Operating Budget of \$260.5 million resulting in a projected SANBAG operating allocation of \$16,172,000 million which is a 4.2% increase over the projected Fiscal Year 2017/2018 amount. The Fiscal Year 2017/2018 and Fiscal Year 2018/2019 Forecasted Operating Budgets are based upon possible requested new services in combination with an inflation factor of 3% applied to all other costs.

The Rehabilitation Program allows for the railroad to be maintained in a state of good repair and includes track and structure upgrades, locomotive and rolling stock upgrades, signal system improvements, fleet and facility projects, and communications and signage improvements. SANBAG's Fiscal Year 2016/2017 Rehabilitation allocation equals \$1.66 million, in addition to a prior year carryover amount of \$5.07 million, and a Rotem settlement of \$1 million, totaling \$7.73 million of funding. The New Capital Program subsidy from SANBAG equals \$187,000 and covers costs to complete project study reports and preliminary design on high priority projects.

Financial Impact:

An amendment to the SANBAG Fiscal Year 2016/2017 Budget is requested in recommendation E and F.

Reviewed By:

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

Responsible Staff:

Monica Morales, Transit Analyst

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:




Southern California Regional Rail Authority

April 29, 2016

TO: Darrell Johnson, *Chief Executive Officer, OCTA*
 Darren Kettle, *Executive Director, VCTC*
 Anne Mayer, *Executive Director, RCTC*
 Phil Washington, *Chief Executive Officer, Metro*
 Dr. Raymond Wolfe, *Executive Director, SANBAG*

FROM: Elissa K. Konove, Deputy Chief Executive Officer for
 Arthur T. Leahy, *Chief Executive Officer, SCRRA*



SUBJECT: SCRRA Preliminary FY2017 Budget

The SCRRA Board of Directors acted on April 22, 2016, to authorize the transmittal to our Member Agencies the Preliminary FY 2016-17 (FY17) SCRRA Budget. After Member Agency Boards have acted on the Preliminary Budget, staff will return to the SCRRA Board in June for adoption of the final FY17 Budget.

The Preliminary FY17 Budget was presented at a Board budget workshop on February 26, 2016. Following the workshop, meetings were held with individual Member Agencies in March and April. Member Agencies indicated funding constraints for Operating and Capital Rehabilitation expenses. As a result, the Preliminary FY17 Budget amounts for Operating and Capital Rehabilitation have been reduced from the amounts initially presented on February 26. The revised Preliminary FY17 Budget was presented to the Board on April 22, 2016.

Budget Priorities for FY17

The Preliminary FY17 Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan, adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:

- Continued emphasis on safe operations, with the full implementation of Positive Train Control (PTC) as the centerpiece of our efforts.
- Improved reliability and on-time performance, by putting Tier 4 locomotives into service and providing funding necessary for required equipment maintenance, consistent with the Fleet Management Plan.



SCRRRA Preliminary FY2016-17 Budget
Page 2

- Enhanced customer experience, by implementing upgrades to the mobile ticketing application and a modernized ticket vending system.
- Increased ridership and regional mobility, with expanded service from Riverside to Perris Valley.
- Investment in existing assets to maintain a state of good repair, by funding critical rehabilitation projects and improving processes to accelerate project delivery.
- Ongoing workforce development, by training and engaging employees.

Overall Summary

The Preliminary FY17 Budget includes new budgetary authority of \$274.9 million. The proposed budget consists of Operating Budget authority of \$243.8 million, an increase of 1.4% over the FY16 Budget. Capital Program authority totals \$31.1 million, \$29.8 million for Rehabilitation Projects and \$1.3 million for New Capital Projects. Carryover of New Capital Projects approved in prior years is \$255.1 million, and carryover of Rehabilitation Projects approved in prior years is \$37.9 million.

Operating Budget

Budget Assumptions

For the Preliminary FY17 Budget, the assumptions included no increase of current service ridership-based fare revenues and no fare increase. The only changes to Revenue were an additional 4½ months of the Perris Valley Line, and a slight decrease for Station to Station discounts. The “Big Five” major vendors (for train operations, track maintenance, signal maintenance, equipment maintenance, and security), which represent approximately 39% of the operating expense budget, were limited to the contracted escalators for current service. Diesel fuel is approximately 10% of the operating budget. The budget reflects an anticipated average price per gallon of \$2.75, with a 5% contingency to allow for any unexpected cost increase. The budget for parts for the repair of the aging fleet is \$14.0 million, which is consistent with actual costs in prior years. The budget includes a net reduction of two positions. Budgeted increases include a 1.5% Cost of Living Increase, and a Merit Pool equal to 0.5% of Payroll. The Preliminary FY17 Budget includes the three leased locomotives for PTC testing. The portion of the deductible for the 2015 Oxnard incident to be recognized this year is lower by \$1.0M to \$2.0M. BNSF Locomotives and related expenses are included through October 2016.

Operating Revenues

Operating revenues include farebox, dispatching, maintenance-of-way revenues, interest, other minor miscellaneous revenues, and are currently estimated to equal \$102.2 million, an increase of \$0.8 million, or 0.8% compared to the FY16 budget.

Fare Revenues, the largest operating revenue of the budget, have increased \$0.6 million or 0.7% compared to the FY16 budget to a total of \$85.0 million. The FY17 budget reflects no fare increase. This increase is consistent with the current forecast for FY16 actual expense.

Maintenance-of-way revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The Preliminary FY17 Budget estimates an increase of 2.0% from the FY16 budget to a total of \$14.6 million. Dispatching Revenues were only minimally different from FY16.

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

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY17 budgeted amount for Train Operations is \$144.6 million, MOW is \$39.6 million, Administration & Services is \$36.7 million, Insurance/Claims \$16.8 million, and BNSF Lease expenses \$6.1 million. Attachment B provides the detail of the Operating Budget components compared to prior years. Attachment C shows the detail of the allocation of the Operating Budget components among the five Member Agencies.

The Preliminary FY17 Budget assumes the operation of a total of 2.8 million revenue service miles through the operation of 172 weekday trains and 90 weekend trains. No incremental services were requested for FY17.

Overall, the total budgeted expenses have increased by 1.4%. This change is the result of:

- a) an increase of \$9.0M in total Train Operations and Services, driven primarily by increases in parts purchased for rolling stock (\$4.3M), an additional 4½ months of Perris Valley Service (\$1.6M), and increases to Bombardier (\$1.1M), and Other mechanical (\$1.8M).
- b) a decrease in Maintenance of Way of \$2.8 million. MOW amounts are limited to estimated prior year expenditures, with an increase of \$1.1 million primarily due by contract escalations for Veolia and MASS Electric staff additions.
- c) an increase in Administration and Services (\$3.9M), driven by an increase in the Operations and Admin Salaries and Wages caused by the removal of the vacancy factor included in last year's budget (\$0.9M) in combination with a lower percent charge of salaries to projects charged to Capital Projects (\$1.2M), FY16 hiring over the mid-point budgeted for salaries and increases (\$0.9M), an increase in fringe benefits (\$0.5M), a COLA of 1.5% and merit pool of 0.5% for FY17 (\$0.4M), increased operational PTC charges no longer covered by Grants (\$1.0M) and a reduction of professional service expense (-\$1.0M).
- d) total insurance expense lower by \$1.3M, as a result of the \$3.0M budgeted to cover Oxnard related costs in FY16 reduced to \$2.0M for FY17 (-\$1.0M), and an insurance premium reduction (-\$0.3M).

In total, the FY17 budget increase is \$3.3M, or 1.4%, over the FY16 budget. Attachment D presents the elements driving the increases in FY17.

Member Agency Subsidy

Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. The Preliminary FY17 Budget estimates total Member Agency contributions to equal \$141.6 million, an increase of \$2.5 million or 1.8% over the FY16 budget. The subsidy increase is the net result of slightly increased farebox revenue, higher routine operating expenses as a result of a full year of the Perris Valley Line, the Shortway and Redlands route additions, lower insurance cost, and the expiration of the BNSF Lease. Attachment E reflects subsidies FY14-FY16 and provides a specific analysis of the FY16 vs. FY17 change in the Member Agency subsidy.

Capital Budget

Capital Projects are frequently multi-year endeavors. The project balances are referred to as “Carryovers” because their uncompleted balance moves to the following year. Projects authorized in prior years but “carried over” total \$37.9 million for Rehabilitation and \$255.1 million for New Capital. They are shown in detail on Attachments J and N respectively.

The Capital Rehabilitation authorization request for FY17 was identified as necessary for safe and efficient rail operations. These projects total \$29.8 million and are represented in summary in Attachment H, and in detail in Attachment I.

The information presented in detail at the Board Workshop to Member Agencies included a total Rehabilitation request of \$101.1 million. Due to Member Agency funding constraints, this amount was reduced to \$29.8 million. Those projects removed from the budget request are displayed on Attachment H-1 by project type as ‘lined out’, on Attachment H-2 by project type as removed, and on Attachment H-3 by subdivision.

The total Rehabilitation Program includes:

- Track and Structures upgrades totaling \$18.9 million;
- Locomotive and Rolling Stock upgrades of \$1.0 million;
- Signal system improvements of \$2.8 million;
- Fleet and Facility projects of \$3.6 million;
- Communications and Signage improvements of \$3.5 million.

As the Rehabilitation Program needs identified exceed the amount of funding currently included in the Preliminary FY17 Budget, SCRRRA may return to the Member Agencies and the Board during FY17 to request additional Rehabilitation funding. SCRRRA will continue to work with the Member Agencies to track the status of Rehabilitation projects and any potential request for additional funding will be coordinated with the Member Agencies.

Capital Rehabilitation projects shown for FY18 and FY19 cover many other projects critical to the safe operation of the railroad. Over a number of years, a significant backlog of deferred

maintenance has accrued, creating the large numbers shown in the FY18 and FY19 listings. The needed projects are shown on Attachments K through L.

The New Capital authorization request for FY17 was identified as necessary for safe and efficient rail operations. The only new project proposed for FY17 totals \$1.3 million and is an amount to be used for project study reports and preliminary design on high priority projects. The project is shown on Attachment M. This information was also presented to the TAC members, and at the Board Workshop.

New Capital projects that have been identified as candidates for consideration in future years are listed in their totality on Attachment O. A description of possible funding which may apply to these projects is included.

Cash flow projections for FY17, FY18, and FY19 are presented in Attachment P.

Operating and Capital Budget Projections for FY18 and FY19

Upon approval by the Board, the FY17 Budget will be transmitted to Member Agencies for consideration. FY18 and FY19 projected budgets are included in this report for informational purposes only. Operating Budget projections are outlined in Attachments F and G, and Capital Budget Projections are shown in Attachments L through O.

FY18 and FY19 Projected Operating Budgets are based upon possible requested new services in combination with an inflation factor (3%) applied to all other costs.

Next Steps

May – June: Member Agencies Consider and Approve FY17 Budget

June 7 Required Public Posting of FY17 Budget

June 24 Request Board Approval of FY17 Budget

Thank you for your ongoing support and active participation in the development of the Preliminary FY17 Budget. As in the past, our respective staffs will continue to work together throughout the adoption process to ensure all concerns you may have are addressed in anticipation of adoption of the budget by the SCRRA Board of Directors in June 2016. My staff and I will also be available at your request to attend or present at your Board Meetings considering the budget adoption.

If you have any questions, comments or concerns, please do not hesitate to contact me directly at (213) 452-0269, or have any member of your staff contact Christine Wilson, Manager, Budget and Financial Analysis at (213) 452-0297.

cc: Member Agency CFOs
Member Agency TAC Members

OPERATING FUNDING ALLOCATION BY MEMBER AGENCY

(In 000's)	TOTAL FY16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Revenues						
Gross Farebox	\$85,002	\$41,559	\$22,031	\$7,789	\$11,074	2,549
Dispatching	2,590	1,315	887	6	69	313
Other Operating	12	6	3	1	2	-
Maintenance-of-Way	14,642	9,147	2,716	677	1,575	527
Total Revenues FY17 Budget	\$102,246	\$52,027	\$25,637	\$8,473	\$12,720	\$3,389
Expenses						
Train Operations & Services	\$144,655	\$73,087	\$33,889	\$15,778	\$15,723	6,178
Maintenance-of-Way	39,592	20,864	8,125	2,887	5,438	2,278
Administration & Services	36,726	17,592	6,480	5,309	3,710	3,635
Insurance	16,787	8,990	4,062	1,227	1,954	554
BNSF	6,055	3,288	1,266	577	680	244
Total Expense FY17 Budget	\$243,815	\$123,821	\$53,822	\$25,778	\$27,505	\$12,889
Total FY17 Subsidy by Member	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500
FY 2015-16 Budget	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	9,564
Over/(Under) Last Year Budget	2,514	(2)	(341)	2,290	631	(64)
Percent of Change	1.8%	(0.0%)	(1.2%)	13.2%	4.3%	(0.7%)

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal Year 2016/2017)

Comparative Annual Operating Budget Distribution
by Cost Component by Year

(\$000s)	FY 14-15 Actual	FY 15-16 Budget	FY 16-17 Budget	FY15-16 Budget vs FY16-17 Budget	
				Change	%
Operating Revenue					
Farebox Revenue	83,134	84,446	83,972	(474)	-0.6%
Metro Fare Reduction Subsidy	-	-	1,030	1,030	n/a
Subtotal-Pro Forma FareBox	83,134	84,446	85,002	556	0.7%
Dispatching	2,493	2,663	2,590	(73)	(2.8%)
Other Revenues	372	-	12	12	100.0%
MOW Revenues	13,207	14,348	14,642	294	2.0%
Subtotal Operating Revenue	99,206	101,457	102,246	789	0.8%
Operating Expenses					
<u>Operations & Services</u>					
Train Operations	40,569	43,979	43,942	(37)	(0.1%)
Equipment Maintenance	32,649	29,352	37,582	8,230	28.0%
Fuel	24,454	22,952	22,772	(180)	(0.8%)
Non-Scheduled Rolling Stock Repairs	1	232	100	(132)	(56.9%)
Operating Facilities Maintenance	1,120	1,182	1,418	236	20.0%
Other Operating Train Services	293	567	496	(71)	(12.5%)
Rolling Stock Lease	104	640	370	(270)	(42.2%)
Security - Sheriff	5,136	5,482	5,511	29	0.5%
Security - Guards	1,591	2,010	2,001	(9)	(0.4%)
Supplemental Additional Security	81	690	690	-	0.0%
Public Safety Program	177	260	320	60	23.1%
Passenger Relations	1,639	1,885	2,069	184	9.8%
TVM Maintenance/Revenue Collection	5,984	6,703	7,495	792	11.8%
Marketing	949	1,020	1,220	200	19.6%
Media & External Communications	234	426	395	(31)	(7.3%)
Utilities/Leases	2,622	2,677	2,777	100	3.7%
Transfers to Other Operators	7,081	7,411	6,577	(834)	(11.3%)
Amtrak Transfers	800	1,400	1,400	-	0.0%
Station Maintenance	1,121	1,464	1,641	177	12.1%
Rail Agreements	4,997	4,831	5,377	546	11.3%
Subtotal Operations & Services	131,602	135,163	144,153	8,990	6.7%
<u>Maintenance-of-Way</u>					
MoW - Line Segments	33,043	41,160	38,102	(3,058)	(7.4%)
MoW - Extraordinary Maintenance	1,235	1,228	1,490	262	21.3%
Subtotal Maintenance-of-Way	34,278	42,388	39,592	(2,796)	-6.6%
<u>Administration & Services</u>					
Ops Salaries & Fringe Benefits	11,535	11,586	14,019	2,433	21.0%
Ops Non-Labor Expenses	3,651	4,760	5,384	624	13.1%
Indirect Administrative Expenses	11,791	13,621	15,507	1,886	13.8%
Ops Professional Services	969	2,870	1,816	(1,054)	(36.7%)
Subtotal Admin & Services	27,946	32,837	36,726	3,889	11.8%
Contingency (Non-Train Ops)	14	501	502	1	0.2%
Total Operating Expenses	193,840	210,889	220,973	10,084	4.8%
Insurance Expense/(Revenue)					
Liability/Property/Auto	12,597	12,880	12,588	(292)	-2.3%
Claims / SI	1,884	4,000	3,000	(1,000)	(25.0%)
Claims Administration	1,145	1,199	1,199	-	0.0%
PLPD Revenue	(1)	-	-	-	n/a
Net Insurance Expense	15,625	18,079	16,787	(1,292)	-7.1%
Total Expense Before BNSF	209,465	228,968	237,760	8,792	3.8%
Loss Before BNSF	(110,259)	(127,511)	(135,514)	(8,003)	-6.3%
Member Subsidies					
Operations	92,252	109,432	118,727	9,295	8.5%
Insurance	17,678	18,079	16,787	(1,292)	-7.1%
Member Subsidies - Normal Ops	109,930	127,511	135,514	8,003	6.3%
Surplus / (Deficit) Before BNSF	(329)	-	-	-	

BNSF LEASED LOCOMOTIVE COSTS

			-		
Lease cost Inc. ship	-	4,275	2,526	(1,749)	-40.9%
Major Component Parts	-	800	-	(800)	(100.0%)
Labor for Maintenance	-	2,500	900	(1,600)	(64.0%)
Additional Fuel	-	5,003	1,230	(3,773)	(75.4%)
Diesel Fuel Offset	-	(7,010)	-	7,010	(100.0%)
Wheel truing, Software Mods, Brakes	-	960	-	(960)	(100.0%)
Temp Facility Mods	-	450	-	(450)	(100.0%)
PTC Costs	-	4,010	1,399	(2,611)	(65.1%)
Contingency	-	557	-	(557)	-100.0%
Total BNSF Lease Loco Expenses	-	11,545	6,055	(5,490)	(47.6%)
Member Subsidies - BNSF Lease	-	11,545	6,055	(5,490)	(47.6%)
Surplus / (Deficit) - BNSF Lease	-	-	-	-	

Total Expenses	209,465	240,513	243,815	3,302	1.4%
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			-		
Net Loss	(110,259)	(139,055)	(141,569)	(2,514)	(1.8%)
All Member Subsidies	109,930	139,055	141,569	2,514	1.8%
Surplus / (Deficit)	(329)	-	-	-	

FY17 Annual Operating Budget Distribution
by Cost Component By Member Agency

(\$000s)	Total FY16-17	Metro	OCTA	RCTC	SANBAG	VCTC
Operating Revenue						
Farebox Revenue	83,972	40,529	22,031	7,789	11,074	2,549
Metro Fare Reduction Subsidy	1,030	1,030	-	-	-	-
Subtotal-Pro Forma FareBox	85,002	41,559	22,031	7,789	11,074	2,549
Dispatching	2,590	1,315	887	6	69	313
Other Revenues	12	6	3	1	2	-
MOW Revenues	14,642	9,147	2,716	677	1,575	527
Subtotal Operating Revenue	102,246	52,027	25,637	8,473	12,720	3,389
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	43,942	23,408	9,813	4,471	4,635	1,615
Equipment Maintenance	37,582	18,968	8,802	3,830	4,319	1,663
Fuel	22,772	11,719	5,681	2,271	2,362	739
Non-Scheduled Rolling Stock Repairs	100	54	24	7	12	3
Operating Facilities Maintenance	1,418	759	343	104	165	47
Other Operating Train Services	496	234	86	74	50	52
Rolling Stock Lease	370	176	73	41	53	27
Security - Sheriff	5,511	2,940	1,138	730	581	122
Security - Guards	2,001	945	345	300	200	211
Supplemental Additional Security	690	337	179	63	90	21
Public Safety Program	320	151	55	48	32	34
Passenger Relations	2,069	1,040	524	169	266	70
TVM Maintenance/Revenue Collection	7,495	3,031	1,708	1,213	1,102	441
Marketing	1,220	633	295	93	160	39
Media & External Communications	395	187	68	59	39	42
Utilities/Leases	2,777	1,312	480	416	277	292
Transfers to Other Operators	6,577	3,620	1,526	459	753	219
Amtrak Transfers	1,400	446	885	-	-	69
Station Maintenance	1,641	1,009	235	106	215	76
Rail Agreements	5,377	1,881	1,542	1,249	362	343
Subtotal Operations & Services	144,153	72,850	33,802	15,703	15,673	6,125
<u>Maintenance-of-Way</u>						
MoW - Line Segments	38,102	20,007	7,763	2,871	5,279	2,182
MoW - Extraordinary Maintenance	1,490	857	362	16	159	96
Subtotal Maintenance-of-Way	39,592	20,864	8,125	2,887	5,438	2,278
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	14,019	6,621	2,431	2,096	1,400	1,471
Ops Non-Labor Expenses	5,384	2,789	1,057	617	581	340
Indirect Administrative Expenses	15,507	7,324	2,678	2,324	1,548	1,633
Ops Professional Services	1,816	858	314	272	181	191
Subtotal Admin & Services	36,726	17,592	6,480	5,309	3,710	3,635
Contingency (Non-Train Ops)	502	237	87	75	50	53
Total Operating Expenses	220,973	111,543	48,494	23,974	24,871	12,091
Insurance Expense/(Revenue)						
Liability/Property/Auto	12,588	6,741	3,046	920	1,466	415
Claims / SI	3,000	1,607	726	219	349	99
Claims Administration	1,199	642	290	88	139	40
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	16,787	8,990	4,062	1,227	1,954	554
Total Expense Before BNSF	237,760	120,533	52,556	25,201	26,825	12,645
Loss Before BNSF	(135,514)	(68,506)	(26,919)	(16,728)	(14,105)	(9,256)
Member Subsidies						
Operations	118,727	59,516	22,857	15,501	12,151	8,702
Insurance	16,787	8,990	4,062	1,227	1,954	554
Member Subsidies - Normal Ops	135,514	68,506	26,919	16,728	14,105	9,256
Surplus / (Deficit) Before BNSF	-	-	-	-	-	-

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal Year 2016/2017)

FY17 Annual Operating Budget Distribution
by Cost Component By Member Agency

(\$000s)	Total FY16-17	Metro	OCTA	RCTC	SANBAG	VCTC
BNSF LEASED LOCOMOTIVE COSTS						
Lease cost Inc. ship	2,526	1,371	528	241	284	102
Major Component Parts	-	-	-	-	-	-
Labor for Maintenance	900	489	188	86	101	36
Additional Fuel	1,230	668	257	117	138	50
Wheel truing, Software Mods, Brakes	-	-	-	-	-	-
Temp Facility Mods	-	-	-	-	-	-
PTC Costs	1,399	760	293	133	157	56
Contingency	-	-	-	-	-	-
Total BNSF Lease Loco Expenses	6,055	3,288	1,266	577	680	244
Member Subsidies - BNSF Lease	6,055	3,288	1,266	577	680	244
Surplus / (Deficit) - BNSF Lease	-	-	-	-	-	-
TOTAL EXPENSE	243,815	123,821	53,822	25,778	27,505	12,889
Net Loss	(141,569)	(71,794)	(28,185)	(17,305)	(14,785)	(9,500)
Total Member Subsidies	141,569	71,794	28,185	17,305	14,785	9,500
Surplus / (Deficit)	-	-	-	-	-	-

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal Year 2016/2017)

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017 PROPOSED BUDGET**

Attachment D

Operational Expense Budget

(in 000's)

FY 2016 Amended Adopted Budget	\$	240,513	
FY 2017 Preliminary Budget		<u>243,815</u>	
Total Operational Expense Budget Increase	\$	<u>3,302</u>	1.4%

INCREASE DRIVERS:

New Initiatives:

Remove Effect of BNSF reduction	(5,490)	(lower than FY16)
Without Change to BNSF, increase = \$12,661,721 (this is amount analyzed below)		
Perris Valley- increase to full year	2,568	
Redlands-1st - 4 mo, Redlands & Shortway full year	598	
Mobile Ticketing	672	

Big Five

Train Operations	1,262
MOW (including 5 new MASS Positions)	1,140
MOW cut	(3,870)

Other

Material Issues	4,337
Effect of Payroll Vacancy Factor used in FY16	1,430
Variance in Pay mid-pt vs hire	1,207
Change in Salaries charged to Capital Projects	1,294
Reduction in Consultants	(1,086)
Reduction in Insurance/Claims (Oxnard)	(1,292)
FY 2017 COLA (1.5%) & Merit Pool (0.5%)	532

Total Operational Expense Budget Increase	\$	<u>3,302</u>	1.4%
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Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year

Net Local Subsidy by Member Agency

(In 000's)

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 ACTUAL*	\$100,003	\$54,741	\$18,522	\$7,685	\$11,654	\$7,401
FY 15 ACTUAL	\$110,257	\$59,030	\$22,251	\$9,388	\$11,605	\$7,983
FY16 BUDGET	\$139,055	\$71,796	\$28,526	\$15,015	\$14,154	\$9,564
FY17 BUDGET	\$141,569	\$71,794	\$28,185	\$17,305	\$14,785	\$9,500

*Excludes inventory write up

YEAR OVER YEAR CHANGE

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SANBAG Share	VCTC Share
FY14 vs FY15						
\$ Increase	\$10,254	\$4,289	\$3,729	\$1,703	(\$49)	\$582
% Increase	10.3%	7.8%	20.1%	22.2%	-0.4%	7.9%
FY15 vs FY16						
\$ Increase	\$28,798	\$12,766	\$6,275	\$5,627	\$2,549	\$1,581
% Increase	26.1%	21.6%	28.2%	59.9%	22.0%	19.8%
FY16 vs FY17						
\$ Increase	\$2,514	(\$2)	(\$341)	\$2,290	\$631	(\$64)
% Increase	1.8%	0.0%	-1.2%	15.3%	4.5%	-0.7%

Analysis of 16 vs 17 variance:

Of the 1.8%

-0.6% Increase in Revenue (Primarily PVL)	\$ (788)
3.1% Material Issues	4,337
1.8% Perris Valley increase to full year	2,568
0.9% Big Five Train Operations	1,262
0.8% Big Five MOW	1,140
-2.8% MOW Cut	(3,870)
1.0% Payroll Vacancy Factor used in FY16	1,430
0.9% Change in Salaries to Capital Projects	1,294
0.9% Payroll Variation Hire to Mid point	1,207
0.5% Mobile ticketing	672
0.4% Redlands(both) & Shortway	598
-0.8% Ops Prof Services Reduced	(1,085)
-0.9% Reduce insurance (Oxnard incident)	(1,292)
-3.9% BNSF decrease to partial year	(5,490)
<u>0.4% FY17 COLA (1.5%) & Merit Pool (0.5%)</u>	<u>531</u>
<u>1.8%</u>	<u>\$ 2,514</u>

Of the \$2,514

-31.3%	of the variance
172.5%	of the variance
102.1%	of the variance
50.2%	of the variance
45.3%	of the variance
-153.9%	of the variance
56.9%	of the variance
51.5%	of the variance
48.0%	of the variance
26.7%	of the variance
23.8%	of the variance
-43.2%	of the variance
-51.4%	of the variance
-218.4%	of the variance
<u>21.1%</u>	<u>of the variance</u>
100.0%	

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year 2016/2017)

FY18 Forecasted Operating Budget
by Cost Component By Member Agency

(\$000s)	Total FY17-18	Metro	OCTA	RCTC	SANBAG	VCTC
Operating Revenue						
Farebox Revenue	86,805	41,203	22,955	8,482	11,602	2,563
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	86,805	41,203	22,955	8,482	11,602	2,563
Dispatching	2,667	1,355	913	6	71	322
Other Revenues	12	6	3	1	2	-
MOW Revenues	15,080	9,421	2,798	697	1,622	542
Subtotal Operating Revenue	104,564	51,985	26,669	9,186	13,297	3,427
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	46,189	24,101	10,472	4,788	5,173	1,655
Equipment Maintenance	39,724	19,558	9,639	4,276	4,516	1,735
Fuel	24,298	12,076	6,135	2,633	2,693	761
Non-Scheduled Rolling Stock Repairs	103	54	25	9	12	3
Operating Facilities Maintenance	1,460	768	351	127	166	48
Other Operating Train Services	512	241	88	76	53	54
Rolling Stock Lease	380	181	75	42	55	27
Security - Sheriff	5,677	3,220	1,269	412	637	139
Security - Guards	2,060	969	355	308	212	216
Supplemental Additional Security	710	337	188	69	95	21
Public Safety Program	330	155	57	49	34	35
Passenger Relations	2,131	1,063	527	186	280	75
TVM Maintenance/Revenue Collection	7,720	3,122	1,759	1,249	1,136	454
Marketing	1,257	647	296	104	168	42
Media & External Communications	408	192	70	61	42	43
Utilities/Leases	2,860	1,346	492	427	295	300
Transfers to Other Operators	6,775	3,662	1,553	540	796	224
Amtrak Transfers	1,442	459	911	-	-	72
Station Maintenance	1,690	1,028	250	109	225	78
Rail Agreements	6,029	1,913	1,789	1,527	450	350
Subtotal Operations & Services	151,755	75,092	36,301	16,992	17,038	6,332
<u>Maintenance-of-Way</u>						
MoW - Line Segments	39,335	20,584	7,798	3,058	5,648	2,247
MoW - Extraordinary Maintenance	1,533	883	372	16	164	98
Subtotal Maintenance-of-Way	40,868	21,467	8,170	3,074	5,812	2,345
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	14,439	6,795	2,495	2,151	1,490	1,508
Ops Non-Labor Expenses	5,545	2,822	1,070	682	625	346
Indirect Administrative Expenses	15,972	7,516	2,749	2,386	1,647	1,674
Ops Professional Services	1,870	880	322	279	193	196
Subtotal Admin & Services	37,826	18,013	6,636	5,498	3,955	3,724
Contingency (Non-Train Ops)	516	243	89	77	53	54
Total Operating Expenses	230,965	114,815	51,196	25,641	26,858	12,455
Insurance Expense/(Revenue)						
Liability/Property/Auto	12,966	6,821	3,115	1,131	1,473	426
Claims / SI	3,090	1,626	742	270	351	101
Claims Administration	1,235	649	297	108	140	41
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	17,291	9,096	4,154	1,509	1,964	568
Total Expenses	248,256	123,911	55,350	27,150	28,822	13,023
Total Loss	(143,692)	(71,926)	(28,681)	(17,964)	(15,525)	(9,596)
Member Subsidies						
Operations	126,401	62,830	24,527	16,455	13,561	9,028
Insurance	17,291	9,096	4,154	1,509	1,964	568
Member Subsidies	143,692	71,926	28,681	17,964	15,525	9,596
Surplus / (Deficit)	-	-	-	-	-	-

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year 2016/2017)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
FISCAL YEAR 2017-18 PROPOSED BUDGET

Attachment G

FY19 Forecasted Operating Budget
by Cost Component By Member Agency

(\$000s)	Total FY18-19	Metro	OCTA	RCTC	SANBAG	VCTC
Operating Revenue						
Farebox Revenue	89,540	42,570	24,024	8,743	11,817	2,386
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	89,540	42,570	24,024	8,743	11,817	2,386
Dispatching	2,747	1,395	941	6	73	332
Other Revenues	13	7	3	1	2	-
MOW Revenues	15,533	9,704	2,881	718	1,671	559
Subtotal Operating Revenue	107,833	53,676	27,849	9,468	13,563	3,277
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	49,364	25,882	11,423	4,990	5,370	1,699
Equipment Maintenance	42,325	20,824	10,291	4,775	4,657	1,778
Fuel	26,223	13,018	6,847	2,761	2,812	785
Non-Scheduled Rolling Stock Repairs	105	55	25	10	12	3
Operating Facilities Maintenance	1,504	782	357	147	169	49
Other Operating Train Services	527	248	91	79	54	55
Rolling Stock Lease	393	186	78	44	57	28
Security - Sheriff	5,847	3,289	1,295	471	650	142
Security - Guards	2,122	999	365	317	219	222
Supplemental Additional Security	732	348	196	71	97	20
Public Safety Program	339	159	58	51	35	36
Passenger Relations	2,195	1,091	556	202	270	76
TVM Maintenance/Revenue Collection	7,951	3,215	1,812	1,286	1,170	468
Marketing	1,294	664	314	115	159	42
Media & External Communications	420	198	72	63	43	44
Utilities/Leases	2,947	1,387	507	440	304	309
Transfers to Other Operators	6,978	3,754	1,620	560	811	233
Amtrak Transfers	1,485	467	945	-	-	73
Station Maintenance	1,739	1,064	264	109	224	78
Rail Agreements	6,633	2,187	1,926	1,647	516	357
Subtotal Operations & Services	161,123	79,817	39,042	18,138	17,629	6,497
<u>Maintenance-of-Way</u>						
MoW - Line Segments	40,516	21,180	8,085	3,125	5,811	2,315
MoW - Extraordinary Maintenance	1,580	909	384	17	169	101
Subtotal Maintenance-of-Way	42,096	22,089	8,469	3,142	5,980	2,416
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	14,873	6,999	2,570	2,216	1,535	1,553
Ops Non-Labor Expenses	5,712	2,901	1,110	702	643	356
Indirect Administrative Expenses	16,451	7,742	2,831	2,458	1,696	1,724
Ops Professional Services	1,926	906	331	288	199	202
Subtotal Admin & Services	38,962	18,548	6,842	5,664	4,073	3,835
<u>Contingency (Non-Train Ops)</u>	533	252	92	80	53	56
Total Operating Expenses	242,714	120,706	54,445	27,024	27,735	12,804
Insurance Expense/(Revenue)						
Liability/Property/Auto	13,355	6,942	3,170	1,309	1,500	434
Claims / SI	3,182	1,654	756	312	357	103
Claims Administration	1,272	661	302	125	143	41
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	17,809	9,257	4,228	1,746	2,000	578

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year 2016/2017)

Total Expenses	260,523	129,963	58,673	28,770	29,735	13,382
Total Loss	152,690	76,287	30,824	19,302	16,172	10,105
Member Subsidies						
Operations	134,881	67,030	26,596	17,556	14,172	9,527
Insurance	17,809	9,257	4,228	1,746	2,000	578
Member Subsidies	152,690	76,287	30,824	19,302	16,172	10,105
Surplus / (Deficit)	-	-	-	-	-	-

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
1	Structures	Valley	Bridge rehab 35.75, and design 10 bridges	\$4,020,800	\$4,020,800					
2	Structures	Valley	Culvert rehab (design for rplce up to 21 culverts)	\$867,860	\$867,860					
3	Structures	Valley	ROW Grading	\$100,000	\$100,000					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
6	Structures	Ventura-LA	Bridge design 2 bridges 458.71 & 452.1	\$616,000	\$616,000					
7	Structures	Ventura-LA	ROW Grading	\$100,000	\$100,000					
8	Structures	Orange	Bridge rehab	\$0		\$0				
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
11	Structures	San Gabriel	Culvert rehab (Re-entered in Line 74)	\$0	\$0			\$0		
12	Structures	San Gabriel	ROW Grading	\$100,000	\$60,000			\$40,000		
13	Structures	River	ROW Grading	\$50,000	\$23,750	\$9,900	\$5,550	\$7,200	\$3,600	
14	Structures	Montalvo-W	Culvert rehab MP 404.65	\$210,000					\$210,000	
15	Sub-Total Structures			\$9,089,259	\$5,788,410	\$494,900	\$5,550	\$47,200	\$1,613,200	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
17	Track	Ventura-LA	Transpose Curve 442.58 (1520'), Curve 442.96 (1368')	\$684,372	\$684,372					
18	Track	Ventura-LA	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,007,500	\$1,007,500					
19	Track	Valley	Replace rail M1 4.62 (1026'), S 16.85 (263'), 61.20	\$1,817,400	\$1,817,400					
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$3,120,000	\$3,120,000					
			REVISE TO	\$1,400,000	\$1,400,000					
21	Track	River*	WB-MT4 Transpose Curve 143.03 (2021'), Lead 3 MP	\$5,507,256	\$1,071,864	\$446,798	\$250,478	\$324,944	\$162,472	\$3,250,701
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across r	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
23	Track	San Gabriel	Upgrade aged worn 115/119 lb rail to 136 lb rail MP 4	\$1,500,000	\$900,000			\$600,000		
24	Track	San Gabriel	Upgrade aged and worn 119 lb rail to 136 lb rail MP 3	\$2,250,000	\$1,350,000			\$900,000		
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP	\$6,912,120		\$6,912,120				
26	Sub-Total Rail & Ties			\$27,031,081	\$10,894,578	\$7,752,184	\$470,945	\$2,110,956	\$638,695	\$5,163,723
			* Reference Engr dept estimates for UPRR share.							
27	Track	Ventura-LA	Turnouts & special trackwork	\$900,000	\$900,000					
28	Track	Valley	Turnouts & special trackwork	\$400,000	\$400,000					
29	Track	San Gabriel	Turnouts & special trackwork	\$1,000,000	\$600,000			\$400,000		
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31	Sub-Total Turnouts & Trackwork			\$3,300,000	\$2,375,000	\$198,000	\$111,000	\$544,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
33	Signals	Orange	Train control & grade xing signal rehab	\$450,000		\$450,000				
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
35	Signals	Ventura-LA	Train control rehab	\$200,000	\$200,000					
36	Signals	Valley	Train control & grade xing signal rehab	\$700,000	\$700,000					
			REVISE TO	\$350,000	\$350,000					

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
37	Signals	Pasadena	Train control rehab	\$200,000	\$200,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
39	Signals	PVL	Grade xing signal rehab	\$250,000			\$250,000			
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43			Sub-Total Signals	\$3,675,000	\$1,568,475	\$995,238	\$303,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
47	Comm & PTC	Ventura-LA	Wayside comm & CIS rehab	\$87,500	\$87,500					
48	Comm & PTC	Valley	Wayside comm & CIS rehab	\$325,000	\$325,000					
49	Comm & PTC	San Gabriel	Wayside comm & CIS rehab	\$175,000	\$105,000			\$70,000		
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
52	Comm & PTC	Systemwide	On-Board PTC systems	\$1,100,000	\$522,500	\$217,800	\$122,100	\$158,400	\$79,200	
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54			Sub-Total Comm & PTC	\$5,071,130	\$2,292,298	\$1,039,810	\$539,742	\$608,044	\$506,522	\$84,713
55			TOTAL Infrastructure	\$48,166,470	\$22,918,760	\$10,480,133	\$1,430,628	\$3,539,464	\$3,065,049	\$6,732,436
56	Rolling Stock	Systemwide	Sentinel Rail Car Comprehensive Overhaul	\$40,500,000	\$7,371,525	\$3,072,762	\$1,722,609	\$2,234,736	\$1,117,368	\$24,981,000
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
58	Rolling Stock	Systemwide	Sentinel LED Lighting Replacement	\$1,170,000	\$555,750	\$231,660	\$129,870	\$168,480	\$84,240	
59	Rolling Stock	Systemwide	Rotem Coupler Overhaul (44 cars)	\$3,500,000	\$1,662,500	\$693,000	\$388,500	\$504,000	\$252,000	
60			Sub-Total Rolling Stock	\$46,145,000	\$10,052,900	\$4,190,472	\$2,349,204	\$3,047,616	\$1,523,808	\$24,981,000
61	Facilities	Systemwide	Material Handling Equipment	\$405,038	\$192,393	\$80,197	\$44,959	\$58,325	\$29,163	
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
65	Vehicles	Systemwide	3 Hy-Rails, 2 MOW, 1 gang truck	\$670,475	\$318,476	\$132,754	\$74,423	\$96,548	\$48,274	
66			Sub-Total Facilities & Vehicles	\$3,396,198	\$1,634,812	\$681,458	\$382,030	\$495,606	\$202,291	\$0
67	IT	Systemwide	Replace switch equipment	\$249,700	\$118,608	\$49,441	\$27,717	\$35,957	\$17,978	
68	IT	Systemwide	Enhance VM Infrastructure	\$539,000	\$256,025	\$106,722	\$59,829	\$77,616	\$38,808	
69	IT	Systemwide	Desktop management systems	\$0	\$0	\$0	\$0	\$0	\$0	
70			Sub-Total IT	\$788,700	\$374,633	\$156,163	\$87,546	\$113,573	\$56,786	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades	\$2,700,000	\$987,525	\$411,642	\$230,769	\$299,376	\$149,688	\$621,000

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES MARKED

Metrolink

Attachement H-1
"before" with markup

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
			REVISE TO ONLY 2 PLATFORMS (2 & 3)	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$53,029,898	\$13,049,870	\$5,439,735	\$3,049,548	\$3,956,171	\$1,932,573	\$25,602,000
LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, ped	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS		GRAND TOTAL	\$103,368,668	\$38,140,930	\$15,919,868	\$4,480,177	\$7,495,635	\$4,997,622	\$32,334,436
			New Totals	\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735

FUNDING:

Notes:

- 1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak
- 2) \$43,268 of projected UPRR budget was removed from FY 2016
- 3) Platform Repair not in original presentation are included here.

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
2	Structures	Valley	Culvert rehab (design to replce up to 21 culverts)	\$867,860	\$867,860					
4	Structures	Ventura-VC	Bridge rehab 438.89, design 434.12 & 436.96	\$2,049,600					\$909,600	\$1,140,000
5	Structures	Ventura-VC	Culvert rehab MP 436.56	\$490,000					\$490,000	
9	Structures	Orange	Culvert rehab MP 201.4	\$385,000		\$385,000				
10	Structures	Orange	ROW Grading	\$100,000		\$100,000				
15	Sub-Total Structures			\$3,892,460	\$867,860	\$485,000	\$0	\$0	\$1,399,600	\$1,140,000
16	Track	Ventura-VC	Replace rail curve 437.76 (1636') plus 500' tangent	\$333,217					\$333,217	
20	Track	Valley	Replace Ties rated 3 (Poor Cond) and 4 (Failed)	\$1,400,000	\$1,400,000					
22	Track	River*	Replace 5,000 Ties for River EB, 3600 Spread across rest o	\$3,899,216	\$943,442	\$393,266	\$220,468	\$286,012	\$143,006	\$1,913,022
25	Track	Orange	Upgrade worn 115 lb rail with 136 lb rail from MP 201.1-	\$6,912,120		\$6,912,120				
26	Sub-Total Rail & Ties			\$12,544,553	\$2,343,442	\$7,305,386	\$220,468	\$286,012	\$476,223	\$1,913,022
* Reference Engr dept estimates for UPRR share.										
30	Track	River	Turnouts & special trackwork	\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	
31	Sub-Total Turnouts & Trackwork			\$1,000,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$0
32	Signals	Olive	Train control & grade xing signal rehab	\$450,000		\$450,000				
34	Signals	Ventura-VC	Train control rehab	\$200,000					\$200,000	
36	Signals	Valley	Train control & grade xing signal rehab	\$350,000	\$350,000					
38	Signals	San Gabriel	Train control rehab	\$400,000	\$240,000			\$160,000		
40	Signals	East Bank	Train control rehab	\$500,000	\$74,100	\$30,888	\$17,316	\$22,464	\$11,232	\$344,000
41	Signals	River	Grade xing signal rehab	\$250,000	\$118,750	\$49,500	\$27,750	\$36,000	\$18,000	
42	Signals	Systemwide	Train control rehab	\$75,000	\$35,625	\$14,850	\$8,325	\$10,800	\$5,400	
43	Sub-Total Signals			\$2,225,000	\$818,475	\$545,238	\$53,391	\$229,264	\$234,632	\$344,000
44	Comm & PTC	Olive	Wayside comm & CIS rehab	\$150,000		\$150,000				
45	Comm & PTC	Orange	Wayside comm & CIS rehab	\$150,000		\$150,000				
46	Comm & PTC	Ventura-VC	Wayside comm & CIS rehab	\$237,500					\$237,500	
50	Comm & PTC	PVL	Wayside comm & CIS rehab	\$125,000			\$125,000			
51	Comm & PTC	East Bank	Wayside comm & CIS rehab	\$123,130	\$18,248	\$7,606	\$4,264	\$5,532	\$2,766	\$84,713
53	Comm & PTC	Systemwide	Back office PTC systems	\$2,598,000	\$1,234,050	\$514,404	\$288,378	\$374,112	\$187,056	
54	Sub-Total Comm & PTC			\$3,383,630	\$1,252,298	\$822,010	\$417,642	\$379,644	\$427,322	\$84,713
55	TOTAL Infrastructure			\$23,045,643	\$5,757,075	\$9,355,635	\$802,501	\$1,038,920	\$2,609,777	\$3,481,735
57	Rolling Stock	Systemwide	Sentinel HVAC Overhaul	\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	
60	Sub-Total Rolling Stock			\$975,000	\$463,125	\$193,050	\$108,225	\$140,400	\$70,200	\$0
62	Facilities	Systemwide	CMF Elevator Modernization	\$140,185	\$66,588	\$27,757	\$15,561	\$20,187	\$10,093	
63	Facilities	Systemwide	CMF Drainage Re-direction	\$1,593,900	\$757,103	\$315,592	\$176,923	\$229,522	\$114,761	

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04-29-16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year

FY 2017 REDUCED REHABILITATION PROJECT PROPOSALS AS PRESENTED AT THE BOARD WORKSHOP 4/28/16 - WITH CHANGES

Metrolink

Attachment H-2

After reductions

Line	Asset Type	Subdiv	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
64	Facilities	Systemwide	EMF Parking & Track Lighting	\$586,600	\$300,253	\$125,158	\$70,164	\$91,024	\$0	
66			Sub-Total Facilities & Vehicles	\$2,320,685	\$1,123,944	\$468,507	\$262,648	\$340,732	\$124,854	\$0
70.5	Facilities	Systemwide	LAUPT Platform & Canopy Upgrades <i>REVISE TO ONLY 2 PLATFORMS (2 & 3)</i>	\$1,266,000	\$475,000	\$198,000	\$111,000	\$144,000	\$72,000	\$266,000
71			TOTAL Other Assets	\$4,561,685	\$2,062,069	\$859,557	\$481,873	\$625,132	\$267,054	\$266,000
LA County LA County Portion of FY 2016 San Gabriel Sub projects (Required to match SANBAG funding already approved in FY 2016):										
72	Comm	San Gabriel	Comm system rehab	\$105,000	\$105,000			\$0		
73	Signal	San Gabriel	Signal system rehab	\$594,000	\$594,000			\$0		
74	Structures	San Gabriel	Rehab culvert 28.23	\$120,000	\$120,000			\$0		
75	Structures	San Gabriel	ROW grading/ditching	\$48,000	\$48,000			\$0		
76	Track	San Gabriel	Rail grinding	\$119,700	\$119,700			\$0		
77	Track	San Gabriel	Tie rehab, turnout replace, track panels @ Grand, ped xin	\$1,185,600	\$1,185,600			\$0		
78			Sub-Total LA Portion of FY 2016	\$2,172,300	\$2,172,300	\$0	\$0	\$0	\$0	\$0
79	REHAB PROJECT PROPOSALS	GRAND TOTAL		\$29,779,628	\$9,991,444	\$10,215,192	\$1,284,374	\$1,664,052	\$2,876,831	\$3,747,735

FUNDING:

Notes:

1) "Other" funds in FY 2017 are anticipated from CalTrans UPRR, and Amtrak

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04-29-16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year

ATTACHMENT "H-3"								
FY2016-17 Rehabilitation New Authority Projects - Summary - by Subdivision								
<i>(\$ Thousands)</i>								
Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Olive	Communication & PTC	150	-	150	-	-	-	-
Olive	Signals	450	-	450	-	-	-	-
Orange	Communication & PTC	150	-	150	-	-	-	-
Orange	Structures	485	-	485	-	-	-	-
Orange	Track	6,912	-	6,912	-	-	-	-
Perris Valley	Communication & PTC	125	-	-	125	-	-	-
San Gabriel	Communication & PTC	105	105	-	-	-	-	-
San Gabriel	Signals	994	834	-	-	160	-	-
San Gabriel	Structures	168	168	-	-	-	-	-
San Gabriel	Track	1,306	1,306	-	-	-	-	-
Valley	Signals	350	350	-	-	-	-	-
Valley	Structures	868	868	-	-	-	-	-
Valley	Track	1,400	1,400	-	-	-	-	-
Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Ventura-VC	Signals	200	-	-	-	-	200	-
Ventura-VC	Structures	2,540	-	-	-	-	1,400	1,140
Ventura-VC	Track	333	-	-	-	-	333	-
East Bank	Communication & PTC	123	18	8	4	5	3	85
East Bank	Signals	500	74	31	17	22	11	344
River	Signals	250	119	50	28	36	18	-
River	Track	4,899	1,418	591	332	430	215	1,913
Systemwide	Communication & PTC	2,598	1,234	515	288	374	187	-
Systemwide	Facilities	3,586	1,599	666	373	485	197	266
Systemwide	Rolling Stock	975	463	193	108	141	70	-
Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET		29,779	9,991	10,215	1,284	1,664	2,877	3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)		-	1,936	(3,773)	500	1,000	337	-
TOTAL PROPOSED FY 2016-17 REHAB BUDGET		29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS		37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS		67,643	20,075	22,641	3,854	7,733	6,764	6,575

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCCRRA Preliminary Budget Request for Fiscal Year 2016/2017)

ATTACHMENT "I"

FY2016-17 Rehabilitation New Authority Projects - Detail

(\$ Thousands)

Project Title	Subdivision	Project Type	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
Wayside comm & CIS rehab	Olive	Communication & PTC	150	-	150	-	-	-	-
Train control & grade xing signal rehab	Olive	Signals	450	-	450	-	-	-	-
Wayside comm & CIS rehab	Orange	Communication & PTC	150	-	150	-	-	-	-
Culvert rehab MP 201.4	Orange	Structures	385	-	385	-	-	-	-
ROW Grading	Orange	Structures	100	-	100	-	-	-	-
Orange Subdivision Rail Rehab Program	Orange	Track	6,912	-	6,912	-	-	-	-
Wayside comm & CIS rehab	PVL	Communication & PTC	125	-	-	125	-	-	-
Comm system rehab	San Gabriel	Communication	105	105	-	-	-	-	-
Signal system rehab	San Gabriel	Signal	594	594	-	-	-	-	-
Train control rehab	San Gabriel	Signals	400	240	-	-	160	-	-
Rehab culvert 28.23	San Gabriel	Structures	120	120	-	-	-	-	-
ROW grading/ditching	San Gabriel	Structures	48	48	-	-	-	-	-
Rail grinding	San Gabriel	Track	120	120	-	-	-	-	-
Tie rehab, turnout replace, track panels @ Grand, ped xing par	San Gabriel	Track	1,186	1,186	-	-	-	-	-
Train control & grade xing signal rehab	Valley	Signals	350	350	-	-	-	-	-
Culvert rehab (up to 21 pipe culverts)	Valley	Structures	868	868	-	-	-	-	-
Replace Ties rated 3 (Poor Cond) and 4 (Failed)	Valley	Track	1,400	1,400	-	-	-	-	-
Wayside comm & CIS rehab	Ventura-VC	Communication & PTC	238	-	-	-	-	238	-
Train control rehab	Ventura-VC	Signals	200	-	-	-	-	200	-
Bridge rehab 438.89, design 434.12 & 436.96	Ventura-VC	Structures	2,050	-	-	-	-	910	1,140
Culvert rehab MP 436.56	Ventura-VC	Structures	490	-	-	-	-	490	-
Replace rail curve 437.76 (1636') plus 500' tangent	Ventura-VC	Track	333	-	-	-	-	333	-
Wayside comm & CIS rehab	East Bank	Communication & PTC	123	18	8	4	5	3	85
Train control rehab	East Bank	Signals	500	74	31	17	22	11	344
Grade xing signal rehab	River	Signals	250	119	50	28	36	18	-
River Tie Rehabilitation	River	Track	3,899	943	393	220	286	143	1,913
Turnouts & special trackwork	River	Track	1,000	475	198	111	144	72	-
Back office PTC systems	Systemwide	Communication & PTC	2,598	1,234	514	288	374	187	-
CMF Drainage Re-direction	Systemwide	Facilities	1,594	757	315	177	230	115	-
CMF Elevator Modernization	Systemwide	Facilities	140	67	28	16	20	10	-
EMF Parking & Track Lighting	Systemwide	Facilities	587	300	125	70	91	-	-
Stabilizing Canopies and Platforms at LAUS	Systemwide	Facilities	1,266	475	198	111	144	72	266
Sentinel HVAC Overhaul	Systemwide	Rolling Stock	975	463	193	108	140	70	-
Train control rehab	Systemwide	Signals	75	36	15	8	11	5	-
CURRENT PROPOSED FY2016-17 REHAB BUDGET (INCLUDING AMOUNTS UNALLOCATED IN FY2016)			\$29,779	\$9,991	\$10,215	\$1,284	\$1,664	\$2,877	\$3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)			-	\$1,936	-\$3,773	\$500	\$1,000	\$337	\$0
TOTAL PROPOSED FY 2016-17 REHAB BUDGET			29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS			37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 16-17 AUTHORITY INCLUDING CARRYOVERS			67,643	20,075	22,641	3,854	7,733	6,764	6,575

ATTACHMENT "J"
FY2016-17 Rehabilitation Carryover Projects
By subdivision and by category
 (\$ Thousands)

Subdivision	Category	Carryover June-16 - End	Metro	OCTA	RCTC	SANBAG	UPRR\PTMISEA	VCTC
	Communication	75	-	75	-	-	-	-
	Signal	175	-	175	-	-	-	-
	Track	322	-	322	-	-	-	-
Olive Total		572	-	572	-	-	-	-
	Communication	225	-	225	-	-	-	-
	Signal	1,710	-	1,710	-	-	-	-
	Signal & Communication	38	-	38	-	-	-	-
	Structures	7,328	-	7,328	-	-	-	-
	Track	3,967	-	3,967	-	-	-	-
Orange Total		13,268	-	13,268	-	-	-	-
	Signal & Communication	117	-	117	-	-	-	-
	Structures	490	-	490	-	-	-	-
Orange & Olive Total		607	-	607	-	-	-	-
	Signal & Communication	62	62	-	-	-	-	-
	Track	1	1	-	-	-	-	-
Pasadena Total		63	63	-	-	-	-	-
	Communication	125	-	-	125	-	-	-
	Signal	790	-	-	790	-	-	-
PVL		915	-	-	915	-	-	-
	Track	300	-	-	-	300	-	-
Redlands Total		300	-	-	-	300	-	-
	Facilities	172	-	-	172	-	-	-
Riverside Total		172	-	-	172	-	-	-
	Communication	70	-	-	-	70	-	-
	Signal	396	-	-	-	396	-	-
	Signal & Communication	2,344	1,406	-	-	938	-	-
	Structures	112	-	-	-	112	-	-
	Track	2,226	351	-	-	1,874	-	-
San Gabriel Total		5,148	1,758	-	-	3,390	-	-
	Signal & Communication	538	538	-	-	-	-	-
	Structures	109	109	-	-	-	-	-
	Track	317	317	-	-	-	-	-
Valley Total		964	964	-	-	-	-	-
	Signal & Communication	892	892	-	-	-	-	-
	Structures	83	83	-	-	-	-	-
	Track	17	17	-	-	-	-	-
Ventura (LA Co) Total		991	991	-	-	-	-	-
	Signal	245	-	-	-	-	-	245
	Signal & Communication	469	-	-	-	-	-	469
	Structures	1,681	-	-	-	-	-	1,681
	Track	523	-	-	-	-	-	523
Ventura (Ven Co) Total		2,918	-	-	-	-	-	2,918
	Signal & Communication	756	359	150	84	109	-	54
	Structures	125	59	25	14	18	-	9
	Track	1,928	285	119	67	87	1,327	43
River Total		2,809	704	293	165	213	1,327	107
	Equipment	351	173	67	38	49	-	24

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Facilities	1,484	707	295	165	214	-	102
IT	1,369	650	271	152	197	-	99
Mechanical	2,338	1,111	463	260	337	-	168
Other	5	4	1	0	0	-	0
Rolling Stock	1,500	-	-	-	-	1,500	-
Security	500	238	99	56	72	-	36
Signal & Communication	1,354	676	216	121	262	-	79
Track	236	112	47	26	34	-	17
Systemwide Total	9,137	3,670	1,459	818	1,166	1,500	525
Grand Total	37,863	8,148	16,199	2,070	5,069	2,827	3,550

ATTACHMENT "K"

FY 2017-18 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects
All	Facilities	Station Signage Rehab
All	Facilities	Customer Information System Replacement at Stations
All	Communication & PTC	SCRRRA Positive Train Control Lab Systems Support and Testing
All	Communication & PTC	Backoffice Hardware & Software Replacement (DOC & MOC)
All	Communication & PTC	SCRRRA Production Backoffice Systems Upgrades and Testing Support
All	Signals	Rehab AC Units
All	Signals	Rehab Signal Maint Vehicles
All	Business Systems	Vehicle Track Interaction
All	Track	San Gabriel Grade Cross Rehab
All	Business Systems	Systemwide
All	Communication & PTC	PTC Update & Repairs
All	Business Systems	Systemwide Rail Grinding
All	Vehicles	MOW VEHICLE REPLACEMENT
PVL	Signals	Grade Crossing Rehab
Olive	Signals	Rehab Worn or Defective Cables
Olive	Signals	Grade Crossing Rehab
Olive	Track	Olive Sub Cross Rehab
Olive	Business Systems	Wayside Comm Replace Olive
Olive	Track	OLIVE CROSSTIE REHAB
Orange	Signals	C&S Corrosion Mitigation
Orange	Signals	Rehab Worn or Defective Cables
Orange	Signals	Grade Crossing Rehab
Orange	Track	Orange Sub Turnout Replace
Orange	Track	Orange Sub Crossing Replacement
Orange	Structures	Orange Sub Culvert Replace
Orange	Structures	Orange Sub ROW Maint
Orange	Business Systems	Wayside Comm Replace Orange
Orange	Business Systems	Wayside Comm Mitigation Orange
Orange	Business Systems	Wysde Com Replace OrangeOlive
Orange	Track	Orange Track Rehab
Pasadena	Signals	Grade Crossing Rehab
Pasadena	Signals	Pole Line Rehab
Pasadena	Signals	Grade Crossing Rehab
River	Signals	Grade Crossing Rehab
River	Signals	Signal System Rehab
River	Signals	Signal System Rehab
River	Signals	CP Dayton Signal Sys Rehab
River	Signals	Rehab Worn or Defective Cables
River	Business Systems	Wayside Comm Replace River
River	Business Systems	Wayside Comm Mitigation River
River	Track	RIVER TRACK REHAB
River	Track	RIVER CROSSTIE REHAB
River Sub - East Bank	Track	River East Turnout Replacement
River Sub - East Bank	Facilities	REPLACE PUBLIC ADDRESS SYSTEM

Subdivision	Project Type	Proposed Rehabilitation Projects
San Gabriel - LA County	Signals	Grade Crossing Rehab
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables
San Gabriel - LA County	Structures	San Gabriel LA Sub ROW Maint
San Gabriel - LA County	Track	San Gab Track Rehab LA
San Gabriel - LA County	Track	SAN GAB CROSSTIE REHAB
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables
San Gabriel - SB County	Signals	Grade Crossing Rehab
San Gabriel - SB County	Structures	San Gabriel Bridge Replace
San Gabriel - SB County	Structures	San Gabriel SB Sub ROW Maint
San Gabriel - SB County	Business Systems	Wayside Comm Replace San Gab
San Gabriel - SB County	Track	San Gab Track Rehab SB
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL
San Jacinto (PVL)	Track	PERRIS VALLEY TRACK REHAB
Valley	Track	Valley Tie Rehabilitation
Valley	Signals	Grade Crossing Rehab
Valley	Signals	Signal System Rehab
Valley	Signals	Rehab Worn or Defective Cables
Valley	Track	Valley Sub Turnout Replacement
Valley	Track	Valley Sub Cross Replacement
Valley	Structures	Valley Bdrge Desgn Constrct
Valley	Structures	Valley Culvert Replace/Abandon
Valley	Structures	Valley Sub Culvert Replace
Valley	Structures	Valley Sub Row Maint
Valley	Business Systems	Wayside Comm Replace Valley
Valley	Business Systems	Wayside Comm Mitigation Valley
Valley	Business Systems	Rehab Update CIS Valley
Valley	Track	Valley Track Rehab
Valley	Track	VALLEY CROSSTIE REHAB
Valley	Track	TUNNEL REHAB
Ventura - LA County	Signals	Grade Crossing Rehab
Ventura - LA County	Signals	Signal System Rehab
Ventura - LA County	Track	Ventura Sub Grade Cross Rehab
Ventura - LA County	Structures	Ventura (LA) Sub ROW Maint
Ventura - LA County	Business Systems	Wayside Comm Replace Ventura - LA
Ventura - LA County	Business Systems	Wayside Mtigation Ventura LA
Ventura - LA County	Track	VENTURA TRACK REHAB LA
Ventura - LA County	Track	VENTURA CROSSTIE REHAB LA
Ventura - VC County	Signals	Grade Crossing Rehab
Ventura - VC County	Signals	Signal System Rehab

Subdivision	Project Type	Proposed Rehabilitation Projects
Ventura - VC County	Structures	Ventura Sub Bridge Replace
Ventura - VC County	Business Systems	Rehab CIS Ventura
Ventura - VC County	Business Systems	Wayside Comm Replace Ventura
Ventura - VC County	Business Systems	Wayside Mtgation Ventura Ven
Ventura - VC County	Track	VENTURA TRACK REHAB VC
		PROPOSED FY 2017-18 REHAB BUDGET
		Deferred Rehab from FY17
		TOTAL PROPOSED FY 2017-18 REHAB BUDGET

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$242	\$115	\$48	\$27	\$35	\$17	\$
\$1,276	\$606	\$253	\$142	\$184	\$92	\$
\$948	\$450	\$188	\$105	\$136	\$68	\$
\$1,130	\$537	\$224	\$125	\$163	\$81	\$
\$598	\$284	\$118	\$66	\$86	\$43	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$198	\$94	\$39	\$22	\$28	\$14	\$
\$68	\$32	\$13	\$7	\$10	\$5	\$
\$1,852	\$880	\$367	\$206	\$267	\$133	\$
\$449	\$213	\$89	\$50	\$65	\$32	\$
\$1,100	\$522	\$218	\$122	\$158	\$79	\$
\$1,091	\$518	\$216	\$121	\$157	\$79	\$
\$1,013	\$481	\$201	\$112	\$146	\$73	\$
\$250	\$	\$	\$250	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$500	\$	\$500	\$	\$	\$	\$
\$4,275	\$	\$4,275	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$475	\$	\$475	\$	\$	\$	\$
\$162	\$	\$162	\$	\$	\$	\$
\$237	\$	\$237	\$	\$	\$	\$
\$1,030	\$	\$1,030	\$	\$	\$	\$
\$1,852	\$	\$1,852	\$	\$	\$	\$
\$1,781	\$	\$1,781	\$	\$	\$	\$
\$1,715	\$	\$1,715	\$	\$	\$	\$
\$210	\$	\$210	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$125	\$	\$125	\$	\$	\$	\$
\$75	\$	\$75	\$	\$	\$	\$
\$1,624	\$	\$1,624	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$504	\$504	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$248	\$118	\$49	\$28	\$36	\$18	\$
\$1,006	\$478	\$199	\$112	\$145	\$72	\$
\$500	\$238	\$99	\$56	\$72	\$36	\$
\$1,498	\$712	\$297	\$166	\$216	\$108	\$
\$237	\$113	\$47	\$26	\$34	\$17	\$
\$100	\$48	\$20	\$11	\$14	\$7	\$
\$75	\$36	\$15	\$8	\$11	\$5	\$
\$1,160	\$551	\$230	\$129	\$167	\$84	\$
\$998	\$474	\$198	\$111	\$144	\$72	\$
\$4,703	\$2,234	\$931	\$522	\$677	\$339	\$
\$120	\$57	\$24	\$13	\$17	\$9	\$

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$1,006	\$604	\$	\$	\$403	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$67	\$40	\$	\$	\$27	\$	\$
\$3,050	\$1,830	\$	\$	\$1,220	\$	\$
\$1,747	\$1,048	\$	\$	\$699	\$	\$
\$237	\$142	\$	\$	\$95	\$	\$
\$1,036	\$622	\$	\$	\$415	\$	\$
\$1,400	\$840	\$	\$	\$560	\$	\$
\$44	\$27	\$	\$	\$18	\$	\$
\$100	\$60	\$	\$	\$40	\$	\$
\$4,880	\$2,928	\$	\$	\$1,952	\$	\$
\$50	\$	\$	\$50	\$	\$	\$
\$75	\$	\$	\$75	\$	\$	\$
\$4,400	\$	\$	\$4,400	\$	\$	\$
\$7,458	\$7,458	\$	\$	\$	\$	\$
\$1,028	\$1,028	\$	\$	\$	\$	\$
\$1,000	\$1,000	\$	\$	\$	\$	\$
\$237	\$237	\$	\$	\$	\$	\$
\$1,589	\$1,589	\$	\$	\$	\$	\$
\$2,223	\$2,223	\$	\$	\$	\$	\$
\$6,370	\$6,370	\$	\$	\$	\$	\$
\$420	\$420	\$	\$	\$	\$	\$
\$1,820	\$1,820	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$100	\$100	\$	\$	\$	\$	\$
\$75	\$75	\$	\$	\$	\$	\$
\$150	\$150	\$	\$	\$	\$	\$
\$1,855	\$1,855	\$	\$	\$	\$	\$
\$3,320	\$3,320	\$	\$	\$	\$	\$
\$10,000	\$10,000	\$	\$	\$	\$	\$
\$998	\$998	\$	\$	\$	\$	\$
\$1,006	\$1,006	\$	\$	\$	\$	\$
\$855	\$855	\$	\$	\$	\$	\$
\$224	\$224	\$	\$	\$	\$	\$
\$50	\$50	\$	\$	\$	\$	\$
\$38	\$38	\$	\$	\$	\$	\$
\$750	\$750	\$	\$	\$	\$	\$
\$1,603	\$1,603	\$	\$	\$	\$	\$
\$1,018	\$	\$	\$	\$	\$1,018	\$
\$1,006	\$	\$	\$	\$	\$1,006	\$

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year

TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
\$3,850	\$	\$	\$	\$	\$3,850	\$
\$150	\$	\$	\$	\$	\$150	\$
\$50	\$	\$	\$	\$	\$50	\$
\$38	\$	\$	\$	\$	\$38	\$
\$500	\$	\$	\$	\$	\$500	\$
\$106,672	\$64,276	\$18,576	\$7,089	\$8,618	\$8,112	\$
\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
\$338,509	\$142,060	\$98,092	\$17,088	\$21,573	\$30,521	\$29,175

ATTACHMENT "L"

FY 2018-19 NEW AUTHORITY REHABILITATION PROJECTS

PROJECTS BY SUBDIVISION (\$Thousands)

Subdivision	Project Type	Proposed Rehabilitation Projects	TOTAL COST	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
All	Stations	Station Signage Rehab	\$242	\$115	\$48	\$27	\$35	\$17	\$
All	Stations	Customer Information System Replacement at Stations	\$1,276	\$606	\$253	\$142	\$184	\$92	\$
All	Backoffice	Backoffice Hardware & Software Replacement (DOC & MOC)	\$1,020	\$485	\$202	\$113	\$147	\$73	\$
All	Backoffice	SCRRA Production Backoffice Systems Upgrades and Testing Support	\$547	\$260	\$108	\$61	\$79	\$39	\$
All	Labratory Testing	SCRRA Positive Train Control Lab Systems Support and Testing	\$848	\$403	\$168	\$94	\$122	\$61	\$
All	Signals	Rehab AC Units	\$237	\$113	\$47	\$26	\$34	\$17	\$
All	Signals	Rehab Signal Maint Vehicles	\$198	\$94	\$39	\$22	\$28	\$14	\$
All	Track	Vehicle Track Interaction	\$68	\$32	\$13	\$7	\$10	\$5	\$
All	Business Systems	Systemwide	\$470	\$223	\$93	\$52	\$68	\$34	\$
All	Business Systems	Wayside Com Mitigation Valley	\$75	\$36	\$15	\$8	\$11	\$5	\$
All	Business Systems	PTC UPDATE & REPAIRS	\$1,100	\$522	\$218	\$122	\$158	\$79	\$
Olive	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Olive	Grade Crossing	Grade Crossing Rehab	\$500	\$	\$500	\$	\$	\$	\$
Olive	Business Systems	Wayside Comm Replace Olive	\$75	\$	\$75	\$	\$	\$	\$
Orange	Signals	C&S Corrosion Mitigation	\$162	\$	\$162	\$	\$	\$	\$
Orange	Signals	Rehab Worn or Defective Cables	\$237	\$	\$237	\$	\$	\$	\$
Orange	Grade Crossing	Grade Crossing Rehab	\$1,030	\$	\$1,030	\$	\$	\$	\$
Orange	Business Systems	Orange Sub Bridge Replace	\$9,800	\$	\$9,800	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Replace Orange	\$75	\$	\$75	\$	\$	\$	\$
Orange	Business Systems	Wayside Comm Mitigation Orange	\$125	\$	\$125	\$	\$	\$	\$
Orange and Olive	Business Systems	Wayside Replace OrangeOlive	\$75	\$	\$75	\$	\$	\$	\$
Pasadena	Signals	Pole Line Rehab	\$504	\$504	\$	\$	\$	\$	\$
Pasadena	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Pasadena	Business Systems	Pasadena Sub Bridge Replace	\$1,120	\$1,120	\$	\$	\$	\$	\$
Redlands	Business Systems	Redlands Sub Bridge Replace	\$1,750	\$	\$	\$	\$1,750	\$	\$
River	Signals	Rehab Worn or Defective Cables	\$237	\$113	\$47	\$26	\$34	\$17	\$
River	Signals	Signal System Rehab	\$1,006	\$478	\$199	\$112	\$145	\$72	\$
River	Signals	Signal System Rehab	\$500	\$238	\$99	\$56	\$72	\$36	\$
River	Signals	CP Dayton Signal Sys Rehab	\$1,498	\$712	\$297	\$166	\$216	\$108	\$
River	Business Systems	River Sub Bridge Replace	\$28,000	\$13,300	\$5,544	\$3,108	\$4,032	\$2,016	\$
River	Business Systems	Wayside Comm Replace River	\$100	\$48	\$20	\$11	\$14	\$7	\$
River	Business Systems	Wayside Comm Mitigation River	\$75	\$36	\$15	\$8	\$11	\$5	\$
River Sub - East Bank	Business Systems	River East Turnout Replacement	\$2,137	\$1,015	\$423	\$237	\$308	\$154	\$
San Gabriel - LA County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - LA County	Grade Crossing	Grade Crossing Rehab	\$1,006	\$604	\$	\$	\$403	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel Grade Cross Reha	\$2,993	\$1,796	\$	\$	\$1,197	\$	\$
San Gabriel - LA County	Business Systems	San Gabriel LA Bridge Replace	\$770	\$462	\$	\$	\$308	\$	\$
San Gabriel - SB County	Signals	Rehab Worn or Defective Cables	\$237	\$142	\$	\$	\$95	\$	\$
San Gabriel - SB County	Grade Crossing	Grade Crossing Rehab	\$1,036	\$622	\$	\$	\$415	\$	\$
San Gabriel - SB County	Business Systems	San Gabriel Turnout Replace	\$2,422	\$1,453	\$	\$	\$969	\$	\$
San Gabriel - SB County	Business Systems	Wayside Com Mitigation San Gab	\$75	\$45	\$	\$	\$30	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Replace PVL	\$50	\$	\$	\$50	\$	\$	\$
San Jacinto (PVL)	Business Systems	Wayside Comm Mitigation PVL	\$75	\$	\$	\$75	\$	\$	\$
SB Shortway	Business Systems	Wayside Comm Replace San Gab	\$100	\$	\$	\$	\$100	\$	\$

Valley	Ties	Valley Tie Rehabilitation	\$7,458	\$7,458	\$	\$	\$	\$	\$
Valley	Signals	Rehab Worn or Defective Cables	\$237	\$237	\$	\$	\$	\$	\$
Valley	Grade Crossing	Grade Crossing Rehab	\$1,028	\$1,028	\$	\$	\$	\$	\$
Valley	Signals	Signal System Rehab	\$1,000	\$1,000	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Turnout Replacement	\$4,909	\$4,909	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Crossing Rehab	\$4,447	\$4,447	\$	\$	\$	\$	\$
Valley	Business Systems	Valley Sub Bridge Replace	\$15,260	\$15,260	\$	\$	\$	\$	\$
Valley	Business Systems	Wayside Comm Replace Valley	\$100	\$100	\$	\$	\$	\$	\$
Valley	Business Systems	Rehab CIS Valley	\$150	\$150	\$	\$	\$	\$	\$
Valley - LA County	Grade Crossing	Grade Crossing Rehab	\$998	\$998	\$	\$	\$	\$	\$
Valley - LA County	Signals	Signal System Rehab	\$1,006	\$1,006	\$	\$	\$	\$	\$
Valley - LA County	Business Systems	Ventura Sub Grade Cross Rehab	\$2,850	\$2,850	\$	\$	\$	\$	\$
Valley - LA County	Business Systems	Ventura LA Sub Bridge Replace	\$16,520	\$16,520	\$	\$	\$	\$	\$
Valley - LA County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$50	\$	\$	\$	\$	\$
Valley - LA County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$38	\$	\$	\$	\$	\$
Valley - VC County	Grade Crossing	Grade Crossing Rehab	\$1,018	\$	\$	\$	\$	\$1,018	\$
Valley - VC County	Signals	Signal System Rehab	\$1,006	\$	\$	\$	\$	\$1,006	\$
Valley - VC County	Business Systems	Ventura Sub Turnout Replace	\$4,909	\$	\$	\$	\$	\$4,909	\$
Valley - VC County	Business Systems	Rehab CIS Ventura Ven	\$150	\$	\$	\$	\$	\$150	\$
Valley - VC County	Business Systems	WAYSIDE COM REPLACE VENTURA	\$50	\$	\$	\$	\$	\$50	\$
Valley - VC County	Business Systems	WAYSIDE COM MITIGATION VENTURA	\$38	\$	\$	\$	\$	\$38	\$
PROPOSED FY 2018-19 REHAB BUDGET			\$128,574	\$82,794	\$20,164	\$4,524	\$11,068	\$10,024	\$
DEFERRED REHAB FROM FY17			\$231,838	\$77,784	\$79,517	\$9,999	\$12,955	\$22,408	\$29,175
TOTAL PROPOSED FY 2018-19 REHAB BUDGET			\$360,412	\$160,578	\$99,681	\$14,523	\$24,022	\$32,433	\$29,175

ATTACHMENT "M"

FY2016-17 New Capital New Authority Projects

(\$ Thousands)

Project Description	TOTAL BUDGET	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Project Studies	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
TOTAL FY 2016-17 AUTHORITY FOR NEW FUNDING	\$ 1,300	\$ 618	\$ 257	\$ 144	\$ 187	\$ 94	\$ -
PRIOR YEAR CARRYOVERS	\$ 255,128	\$ 33,784	\$ 8,389	\$ 5,940	\$ 6,574	\$ 3,500	\$ 196,943
TOTAL FY 2016-17 AUTHORITY INCLUDING CARRYOVERS	\$ 256,428	\$ 34,402	\$ 8,646	\$ 6,084	\$ 6,761	\$ 3,593	\$ 196,943

ATTACHMENT "N"

FY2016-17 New Capital Carryover Projects

(\$Thousands)

Subdivision	Category	Project	Total Carryover	LACMTA	OCTA	RCTC	SANBAG	VCTC	Lease\Other	State
San Gabriel & Valley	Track	860892	15,708	7,000	-	-	-	-	-	8,708
San Gabriel	Track	860885	345	-	-	-	245	-	100	-
San Gabriel	Track	860893	275	275	-	-	-	-	-	-
Valley	Structures	414002	9,330	4,656	-	-	-	-	-	4,674
Valley	Track and Structure	409006	5,009	-	-	-	-	-	-	5,009
Systemwide	IT	TBD	30,488	12,985	6,857	4,822	4,024	1,800	-	-
Systemwide	Rolling Stock	Various	7,208	4,096	-	-	785	-	-	2,326
Systemwide	Rolling Stock	613001	4,785	-	-	-	-	-	-	4,785
Systemwide	Rolling Stock	613003	10,050	-	-	-	-	-	-	10,050
Systemwide	Rolling Stock	613005	76,956	3,047	812	826	1,140	1,438	244	69,450
Systemwide	Rolling Stock	613006	267	-	-	-	-	-	-	267
Systemwide	Rolling Stock	616001	88,162	1,250	521	292	379	190	-	85,530
Systemwide	Other	TBD	745	475	198	-	-	72	-	-
Systemwide	Security	TBD	5,800	-	-	-	-	-	-	5,800
TOTAL			255,128	33,784	8,389	5,940	6,574	3,500	344	196,599

ATTACHMENT "O"

New Capital Projects Proposed for Future Consideration

For Future Consideration - Not Seeking Approval in the FY17 Budget - Funding Not Yet Identified				
Project Type	Subdivision	Project Name	Total Estimated Cost	Candidate Funding Sources - see key below
Communications	All	On-board Wireless Communications Network Phase I	\$10,164	4
Track	Valley	Palmdale Passing Siding	\$11,580	1,2,3,4
Stations	Ventura - LA County	Chatsworth Station Pedestrian Grade Separation	\$10,950	4,10, 5
Business Systems	All	Central Maintenance Facility West Entrance	\$11,699	1,2,4
Track	Valley	Second Main Track Between CP Humphreys and CP Lang	\$17,400	1,2,3,4
Structures	Ventura - VC County	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	\$1,120	4,7,8
Facilities	SB Shortway	Eastern Area Maintenance Facility Locomotive and Car Shop, Wheel Truer Machine, storage and S&I Tracks	\$60,181	1,2,4
Track	Valley	Brighton Siding Replacement	\$9,488	1,2,3,4
Structures	Valley	Verdugo Wash (8.12) Bridge Deck Replacement	\$1,485	4,7,8
Business Systems	All	Arroyo Seco (480.82) Bridge Replacement	\$10,462	4,7,8
PTC Systems	All	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	\$10,500	4,9
Structures	Valley	CP Canyon Safe Access	\$215	4,7,8
Facilities	All	Purchase Hy-Rail Bucket Truck	\$198	4
Track	San Gabriel - LA County	CP Barranca to Lone Hill-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - SB County	CP Rochester to CP Nolan-Second Main Track-PSR and Environmental Clearance	\$1,101	1,2,4
Track	San Gabriel - LA County	CP Beech to CP Locust-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Track	San Gabriel - LA County	CP Amar to CP Irvin-Second Main Track-PSR and Environmental Clearance	\$1,690	1,2,4
Facilities	Orange	Irvine Maintenance Facility Phase I	\$50,100	1,2,3,4
Business Systems	All	Automated Wheel and Brake Inspection	\$3,082	4
Business Systems	All	Automatic Passenger Counters	\$5,000	4,5,10
Communications	All	On-board Wireless Communications Network Phase II	\$9,144	
Facilities	SB Shortway	EMF ADDITIONAL UNDERGROUND FUEL STORAGE TANKS	\$2,627	
Rolling Stock	All	Refurbish 9 passenger cars for expanded service**	\$6,075	
Communications	All	On-board Wireless Communications Network Phase III	\$9,144	
Rolling Stock	All	Refurbish 10 passenger cars for expanded service**	\$6,750	
Total			\$252,944	

Notes:

** Total cost to refurbish a passenger car is \$1.35M/unit; the amount shown is 50% of the total cost as TIRCP grant is anticipated to cover the other 50%. Final allocation formula TBD

Funding Keys:

- 1 Federal Core Capacity
- 2 State Cap and Trade Transit & Intercity Rail Program
- 3 High Speed Rail Funding
- 4 Member Agency
- 5 State Interregional Rail Transportation Program

- 7 Federal FASTLANE
- 8 State Bonds
- 9 Federal PTC Commuter Rail
- 10 State Active Transportation Program

Exhibit 6.7
CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY
ALL AGENCIES

(\$ Thousands)

FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17 ¹	\$29,780	\$1,300	\$31,080
2017/18	\$338,509	\$	\$338,509
2018/19	\$360,412	\$	\$360,412
TOTALS	\$728,701	\$1,300	\$730,001

1. Excludes prior year budget carryover amounts
2. Assumption for budget will be that the remainder of FY17 originally submitted rehab amount will be divided equally between FY18 and FY19.

CAPITAL BUDGET SUMMARY CONSOLIDATED CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$9,968	\$18,010	\$1,786	\$16	\$	\$	\$29,780
NEW CAPITAL	\$324	\$649	\$327				\$1,300
SUBTOTAL	\$10,292	\$18,659	\$2,113	\$16	\$	\$	\$31,080
2017/2018							
REHABILITATION		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
NEW CAPITAL		\$	\$				\$
SUBTOTAL		\$125,720	\$198,763	\$13,903	\$123	\$	\$338,509
2018/2019							
REHABILITATION			\$120,169	\$193,278	\$46,843	\$123	\$360,412
NEW CAPITAL			\$				\$
SUBTOTAL			\$120,169	\$193,278	\$46,843	\$123	\$360,412
TOTALS							
REHABILITATION	\$9,968	\$143,731	\$320,718	\$207,196	\$46,965	\$123	\$728,701
NEW CAPITAL	\$324	\$649	\$327	\$	\$	\$	\$1,300
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$10,292	\$144,380	\$321,045	\$207,196	\$46,965	\$123	\$730,001
PROJECT BUDGETS BY FISCAL YEAR	\$31,080	\$338,509	\$360,412	N/A	N/A	N/A	N/A

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal Year 2016/2017)

Exhibit 6.7
LACMTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY LACMTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$9,991	\$618	
ROTEM SETTLEMENT	\$1,936		
TOTAL 2016/17	\$11,927	\$618	\$12,545
2017/18	\$142,060	\$	\$142,060
2018/19	\$160,578	\$	\$160,578
TOTALS	\$314,566	\$618	\$315,183

1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT

CAPITAL BUDGET SUMMARY LACMTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$2,704	\$6,691	\$581	\$16			\$9,991
ROTEM SETTLEMENT	\$648	\$1,171	\$116	\$1			\$1,936
NEW CAPITAL	\$154	\$308	\$155	\$			\$618
SUBTOTAL	\$3,506	\$8,170	\$852	\$17			\$12,545
2017/2018							
REHABILITATION		\$56,260	\$81,095	\$4,665	\$41		\$142,060
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$56,260	\$81,095	\$4,665	\$41		\$142,060
2018/2019							
REHABILITATION			\$55,130	\$79,658	\$25,748	\$41	\$160,578
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$55,130	\$79,658	\$25,748	\$41	\$160,578
TOTALS							
REHABILITATION AND ROTEM	\$3,352	\$64,121	\$136,922	\$84,340	\$25,790	\$41	\$314,566
NEW CAPITAL	\$154	\$308	\$155	\$	\$	\$	\$618
TOTAL PROJECTED CASH FLOW BY	\$3,506	\$64,430	\$137,077	\$84,340	\$25,790	\$41	\$315,183
PROJECT BUDGETS BY FISCAL YEAR	\$12,545	\$142,060	\$160,578	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT AMOUNTS FOR FY 17/18 AND 18/19

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRRA Preliminary Budget Request for Fiscal Year 2016/2017)

Exhibit 6.7

OCTA- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OCTA			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$10,214	\$257	
ROTEM SETTLEMENT LACMTA	-\$1,936		
ROTEM SETTLEMENT RCTC	-\$500		
ROTEM SETTLEMENT SANBAG	-\$1,000		
ROTEM SETTLEMENT VCTC	-\$337		
TOTAL 16/17	\$6,441	\$257	\$6,698
2017/18	\$98,092	\$	\$98,092
2018/19	\$99,681	\$	\$99,681
TOTALS	\$204,214	\$257	\$204,471

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY OCTA CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/17							
REHABILITATION	\$4,161	\$5,806	\$247	\$	\$	\$	\$10,214
ROTEM SETTLEMENT LACMTA	-\$648	-\$1,171	-\$116	-\$1	\$	\$	-\$1,936
ROTEM SETTLEMENT RCTC	-\$167	-\$302	-\$30	\$	\$	\$	-\$500
ROTEM SETTLEMENT SANBAG	-\$335	-\$605	-\$60	-\$1	\$	\$	-\$1,000
ROTEM SETTLEMENT VCTC	-\$113	-\$204	-\$20	\$	\$	\$	-\$337
NEW CAPITAL	\$64	\$129	\$65	\$	\$	\$	\$257
SUBTOTAL	\$2,962	\$3,653	\$85	-\$2	\$	\$	\$6,698
2017/2018							
REHABILITATION		\$34,547	\$58,734	\$4,769	\$42		\$98,092
NEW CAPITAL		\$	\$	\$	\$		\$
SUBTOTAL		\$34,547	\$58,734	\$4,769	\$42		\$98,092
2018/2019							
REHABILITATION			\$32,729	\$56,745	\$10,164	\$42	\$99,681
NEW CAPITAL			\$	\$	\$	\$	\$
SUBTOTAL			\$32,729	\$56,745	\$10,164	\$42	\$99,681
TOTALS							
REHABILITATION NET OF ROTEM	\$2,898	\$38,072	\$91,484	\$61,512	\$10,206	\$42	\$204,214
NEW CAPITAL	\$64	\$129	\$65	\$	\$	\$	\$257
TOTAL PROJECTED CASH FLOW BY	\$2,962	\$38,200	\$91,549	\$61,512	\$10,206	\$42	\$204,471
PROJECT BUDGETS BY FISCAL YEAR	\$6,698	\$98,092	\$99,681	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

RCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY RCTC			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,284	\$144	
ROTEM SETTLEMENT	\$500		
TOTAL 16/17	\$1,784	\$144	\$1,929
2017/18	\$17,088	\$	\$17,088
2018/19	\$14,523	\$	\$14,523
TOTALS	\$33,395	\$144	\$33,540

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY RCTC CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$468	\$767	\$49				\$1,284
ROTEM SETTLEMENT	\$167	\$302	\$30	\$			\$500
NEW CAPITAL	\$36	\$72	\$36				\$144
SUBTOTAL	\$672	\$1,141	\$115				\$1,929
2017/2018							
REHABILITATION		\$6,542	\$9,941	\$600	\$5		\$17,088
NEW CAPITAL							
SUBTOTAL		\$6,542	\$9,941	\$600	\$5		\$17,088
2018/2019							
REHABILITATION			\$4,782	\$7,960	\$1,776	\$5	\$14,523
NEW CAPITAL							
SUBTOTAL			\$4,782	\$7,960	\$1,776	\$5	\$14,523
TOTALS							
REHABILITATION AND ROTEM	\$636	\$7,611	\$14,802	\$8,559	\$1,781	\$5	\$33,395
NEW CAPITAL	\$36	\$72	\$36	\$	\$	\$	\$144
TOTAL PROJECTED CASH FLOW BY	\$672	\$7,683	\$14,839	\$8,559	\$1,781	\$5	\$33,540
PROJECT BUDGETS BY FISCAL	\$1,929	\$17,088	\$14,523	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Attachment: Transmittal to Member Agencies for FY17 Budget - dated 04.29.16 (2576 : SCRRA Preliminary Budget Request for Fiscal Year 2016/2017)

Exhibit 6.7
 SANBAG- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY SANBAG			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$1,664	\$187	
ROTEM SETTLEMENT	\$1,000		
TOTAL 16/17	\$2,664	\$187	\$2,851
2017/18	\$21,573	\$	\$21,573
2018/19	\$24,022	\$	\$24,022
TOTALS	\$48,260	\$187	\$48,447

1. EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

CAPITAL BUDGET SUMMARY SANBAG CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$526	\$1,074	\$63				\$1,664
ROTEM SETTLEMENT	\$335	\$605	\$60	\$1			\$1,000
NEW CAPITAL	\$47	\$93	\$47				\$187
SUBTOTAL	\$908	\$1,772	\$171	\$1			\$2,851
2017/2018							
REHABILITATION		\$7,922	\$12,867	\$777	\$7		\$21,573
NEW CAPITAL							\$
SUBTOTAL		\$7,922	\$12,867	\$777	\$7		\$21,573
2018/2019							
REHABILITATION			\$7,598	\$12,722	\$3,695	\$7	\$24,022
NEW CAPITAL							\$
SUBTOTAL			\$7,598	\$12,722	\$3,695	\$7	\$24,022
TOTALS							
REHABILITATION NET OF ROTEM	\$861	\$9,601	\$20,589	\$13,499	\$3,702	\$7	\$48,260
NEW CAPITAL	\$47	\$93	\$47	\$	\$	\$	\$187
TOTAL PROJECTED CASH FLOW BY	\$908	\$9,695	\$20,636	\$13,499	\$3,702	\$7	\$48,447
PROJECT BUDGETS BY FISCAL YEAR	\$2,851	\$21,573	\$24,022	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

VCTC- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY VCTC SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION PROJECTS	NEW CAPITAL PROJECTS	TOTAL
2016/17	\$2,878	\$94	
ROTEM SETTLEMENT	\$337		
TOTAL 16/17	\$3,216	\$94	\$3,309
2017/18	\$30,521	\$	\$30,521
2018/19	\$32,433	\$	\$32,433
TOTALS	\$66,169	\$94	\$66,263

1. 17/18 AND 18/19 REHAB BUDGETS EXCLUDE ROTEM SETTLEMENT

CAPITAL BUDGET SUMMARY
VCTC CASH FLOW BY FISCAL YEAR

(\$ Thousands)

BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$864	\$1,537	\$478				\$2,878
ROTEM SETTLEMENT	\$113	\$204	\$20	\$			\$337
NEW CAPITAL	\$23	\$47	\$24				\$94
SUBTOTAL	\$1,000	\$1,788	\$522				\$3,309
2017/2018							
REHABILITATION		\$10,683	\$18,482	\$1,344	\$12		\$30,521
NEW CAPITAL							\$
SUBTOTAL		\$10,683	\$18,482	\$1,344	\$12		\$30,521
2018/2019							
REHABILITATION			\$10,162	\$18,549	\$3,710	\$12	\$32,433
NEW CAPITAL							\$
SUBTOTAL			\$10,162	\$18,549	\$3,710	\$12	\$32,433
TOTALS							
REHABILITATION AND ROTEM	\$976	\$12,424	\$29,142	\$19,892	\$3,722	\$12	\$66,170
NEW CAPITAL	\$23	\$47	\$24	\$	\$	\$	\$94
TOTAL PROJECTED CASH FLOW BY	\$1,000	\$12,471	\$29,166	\$19,892	\$3,722	\$12	\$66,263
PROJECT BUDGETS BY FISCAL YEAR	\$3,309	\$30,521	\$32,433	N/A	N/A	N/A	N/A

Note: EXCLUDES ROTEM SETTLEMENT FOR FY 17/18 AND 18/19

Exhibit 6.7

OTHER- CAPITAL SUMMARY AND CASH FLOW

CAPITAL BUDGET SUMMARY OTHER SUMMARY			
(\$ Thousands)			
FISCAL YEAR	REHABILITATION	NEW CAPITAL	TOTAL
2016/17	\$3,748	\$	\$3,748
2017/18	\$29,175	\$	\$29,175
2018/19	\$29,175	\$	\$29,175
TOTALS	\$62,097	\$	\$62,097

CAPITAL BUDGET SUMMARY OTHER CASH FLOW BY FISCAL YEAR							
(\$ Thousands)							
BUDGET FISCAL YEAR	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	TOTAL
2016/2017							
REHABILITATION	\$1,244	\$2,135	\$368				\$3,748
NEW CAPITAL							\$
SUBTOTAL	\$1,244	\$2,135	\$368				\$3,748
2017/2018							
REHABILITATION		\$9,766	\$17,644	\$1,750	\$15		\$29,175
NEW CAPITAL							\$
SUBTOTAL		\$9,766	\$17,644	\$1,750	\$15		\$29,175
2018/2019							
REHABILITATION			\$9,766	\$17,644	\$1,750	\$15	\$61,132
NEW CAPITAL							\$
SUBTOTAL			\$9,766	\$17,644	\$1,750	\$15	\$61,132
TOTALS							
REHABILITATION	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
NEW CAPITAL	\$	\$	\$	\$	\$	\$	\$
TOTAL PROJECTED CASH FLOW BY FISCAL YEAR	\$1,244	\$11,900	\$27,778	\$19,394	\$1,765	\$15	\$62,097
PROJECT BUDGETS BY FISCAL YEAR	\$3,748	\$29,175	\$29,175	N/A	N/A	N/A	N/A

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Preliminary Fiscal Year 2016-17 (FY17) SCRRA Budget



FY17 Budget Priorities

- § Safe operations
 - § Full implementation of PTC
- § Improved reliability and on-time performance
 - § Delivery of Tier 4 locomotives and funding for equipment maintenance based on Fleet Management Plan
- § Enhanced customer experience
 - § Upgrades to mobile ticketing and modernized ticket vending system
- § Increased ridership and regional mobility
 - § Downtown San Bernardino Passenger Rail Project extension
- § Investment to maintain state of good repair
 - § Funding critical rehabilitation projects
- § Workforce development
 - § Training and engaging employees



Revenue Allocation by Member Agency

(\$000s)

	Total FY 16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Revenues						
Gross Farebox	\$ 85,002	\$ 41,559	\$ 22,031	\$ 7,789	\$ 11,074	\$ 2,549
Dispatching	2,590	1,315	887	6	69	313
Other Operating	12	6	3	1	2	-
Maintenance-of-Way	14,642	9,147	2,716	677	1,575	527
Total Revenues	\$102,246	\$ 52,027	\$ 25,637	\$ 8,473	\$ 12,720	\$ 3,389
FY 2015-16 Budget	\$101,457	\$ 53,535	\$ 24,286	\$ 7,655	\$ 12,624	\$ 3,357
Over/(Under) Prior Yr	\$ 789	\$ (1,508)	\$ 1,351	\$ 818	\$ 96	\$ 32
Percentage Change	0.8%	(2.8%)	5.6%	10.7%	0.8%	1.0%

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Increase Drivers for FY2016-17 Expense Budget

(\$000)

FY2016 Amended Adopted Budget	\$240,513
FY2017 Preliminary Budget	\$243,815
Total Operational Expense Budget Increase	\$3,302

Operations

	FY17 Budget
Remove effect of BNSF reduction	(\$5,490)
Perris Valley increase to full year	2,568
Redlands - 1st - 4 months, Redlands & Shortway full year	598
Mobile Ticketing	672

Big Five

Train Operations	1,262
MOW (including 5 new MASS Positions)	1,140
MOW cut	(3,870)

Other

Material Issues	4,337
Effect of payroll vacancy factor used in FY 2016	1,430
Variance in Pay mid-point vs hire	1,207
Change in salaries charged to capital projects	1,294
Reduction in consultants	(1,086)
Reduction in insurance claims (Oxnard)	(1,292)
FY2017 COLA (1.5%) & Merit Pool (0.5%)	532

Total	\$3,302
--------------	----------------



Expense Allocation by Member Agency

(\$000s)

	Total FY 16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Expenses						
Train Operations & Services	\$144,655	\$73,087	\$33,889	\$15,778	\$15,723	\$6,178
Maintenance-of-Way	39,592	20,864	8,125	2,887	5,438	2,278
Administration & Services	36,726	17,592	6,480	5,309	3,710	3,635
Insurance	16,787	8,990	4,062	1,227	1,954	554
BNSF	6,055	3,288	1,266	577	680	244
Total Expenses Incl. MOW	\$243,815	\$123,821	\$53,822	\$25,778	\$27,505	\$12,889
FY 2015-16 Budget as Approv	\$240,513	\$125,331	\$52,813	\$22,670	\$26,778	\$12,921
Over/(Under) Prior Yr	\$ 3,302	\$ (1,510)	\$ 1,009	\$ 3,108	\$ 727	\$ (32)
Percentage Change	1.4%	(1.2%)	1.9%	13.7%	2.7%	(0.2%)

(With BNSF)

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Subsidy by Member Agency

(\$000s)

	Total FY 16-17	Metro Share	OCTA Share	RCTC Share	SANBAG Share	VCTC Share
Revenues	\$ 102,246	\$ 52,027	\$ 25,637	\$ 8,473	\$ 12,720	\$ 3,389
Expenses Including MOW	243,815	123,821	53,822	25,778	27,505	12,889
Member Agency FY 2016-17 Subsidy	\$ 141,569	\$ 71,794	\$ 28,185	\$ 17,305	\$ 14,785	\$ 9,500
FY 2015-16 Budget As Adopted	\$ 139,055	\$ 71,796	\$ 28,526	\$ 15,015	\$ 14,154	\$ 9,564
Over/(Under) Prior Yr	\$ 2,514	\$ (2)	\$ (341)	\$ 2,290	\$ 631	\$ (64)
Percentage Change	1.8%	(0.0%)	(1.2%)	15.3%	4.5%	(0.7%)

(With BNSF)

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FY17 Rehabilitation Budget

(\$000s)

	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	Other
PROPOSED FY 2016-17 REHAB BUDGET	29,779	9,991	10,215	1,284	1,664	2,877	3,748
ROTEM SETTLEMENT AMOUNTS (YEAR 5)	-	1,936	(3,773)	500	1,000	337	-
FY 2016-17 AUTHORITY FOR NEW FUNDING	29,779	11,927	6,442	1,784	2,664	3,214	3,748
PRIOR YEAR CARRYOVERS	37,863	8,148	16,199	2,070	5,069	3,550	2,827
TOTAL FY 2016-17 AUTHORITY INCLUDING CARRYOVERS	67,643	20,075	22,641	3,854	7,733	6,764	6,575



FY17 New Capital Budget

(\$000s)

	TOTAL	LACMTA	OCTA	RCTC	SANBAG	VCTC	OTHER
Project Studies	1,300	618	257	144	187	94	-
FY 2016-17 AUTHORITY FOR NEW FUNDING	1,300	618	257	144	187	94	-
PRIOR YEAR CARRYOVERS	255,128	33,784	8,389	5,940	6,574	3,500	196,943
TOTAL FY 2016-17 AUTHORITY INCLUDING CARRYOVERS	256,428	34,402	8,646	6,084	6,761	3,593	196,943

For FY17 the New Capital request is for \$1.3M for project studies.

A full listing of New Capital Projects to be considered for future years and potential funding strategies will be included in the Preliminary Budget.

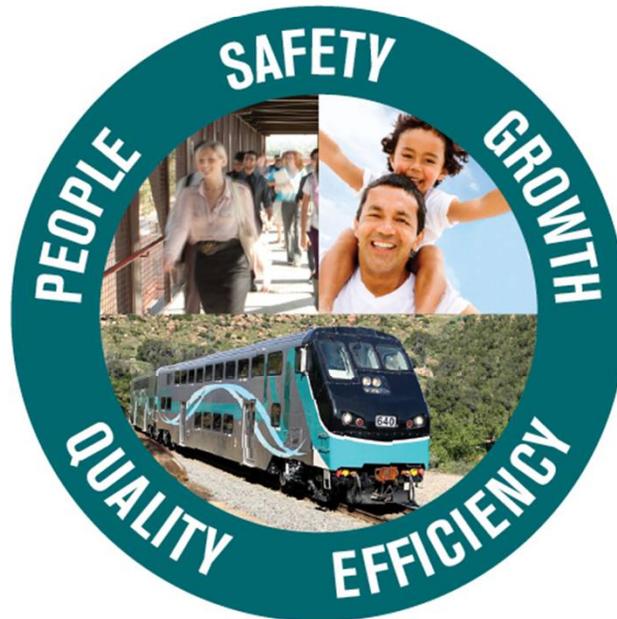
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Timeline – Next Steps

- May-June Member Agencies Consider and Approve FY17 Budget
- June 7 Required Public Posting of FY17 Budget
- June 24 Request Board Approval of FY17 Budget

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Metrolink Mission:

To provide safe, efficient, dependable and on-time transportation service that offers outstanding customer experience and enhances quality of life.



Minute Action

AGENDA ITEM: 5

Date: *May 12, 2016*

Subject:

Railroad Right of Way Valuation Report

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission, receive and file the “Across the Fence” Valuation Study of rail corridor right-of-way, completed March 6, 2015 by Epic Land Solutions, Incorporated in accordance with SANBAG Rail Property Policy No. 31602.

Background:

On July 2, 2014, the San Bernardino Associated Governments (SANBAG) Board approved Rail Property Policy No. 31602, and approved Resolution No. 14-027, Resolution of the San Bernardino County Transportation Commission Establishing Fees and Charges for Rail Property, which established right of use fees, charges, templates and policies for management of railroad right-of-way owned by SANBAG. One of the fees established was a use fee which equates to a “rent” or “lease” payment. One of the steps required for the agency to enforce the use fee is to have a valuation completed of SANBAG’s right-of-way. This supports the requirement of SANBAG Rail Policy 31602, specifically Section V, Subsection C, 2a-f, covering the appropriate use fees for grants of rights on SANBAG properties. This section requires periodic appraisals of SANBAG rail rights of way by the “Across the Fence” (ATF) valuation method.

The ATF valuation method of the sales comparison approach is based on the premise that land constituting a transportation corridor should be worth at least as much as the land through which it passes. Under this methodology, the transportation corridor is typically divided into segments of similar utility, based on adjacent land use. The value of a typical adjacent parcel is then applied to that portion of the corridor to arrive at market value. The ATF valuation method is commonly used for valuing transportation corridors by private companies, public agencies and utility companies. This summary does not measure the impact, if any, of the operating rights held by Southern California Regional Rail Authority (SCRRA), Burlington Northern Santa Fe (BNSF) and Amtrak over this corridor and assumes that SANBAG is vested with fee title or the title appropriate for continued transportation corridor use. This summary does not take into consideration any impact, if any, of any environmental conditions that might affect the subdivisions. This ATF valuation is not intended for financing, insurance or sale of any portion of the subdivisions and is intended solely for the use of SANBAG.

Attached is a summary report prepared by Epic Land Solutions, Inc. that adopts the “ATF” or Across the Fence methodology of the market rate land values. ATF “date of value” ranges from December 2014 to March 2015 relating to a specific subdivision and the aggregate value of the

Entity: CTC

Transit Committee Agenda Item

May 12, 2016

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corridor is \$244,407,000.00. The valuation summary encompasses 58.8 miles of railroad right-of-way including the San Gabriel Subdivision, the Baldwin Park Subdivision and the Redlands Subdivision. The valuation study was directed and completed by a licensed appraiser on Epic's staff. The ATF values are currently utilized in calculating all fair-market rent driven use fees under Policy No. 31602. As the purchase of the Shortway, a 2.1 mile section of railroad, was underway during this time it was not included in the ATF.

Prior to the enactment of Policy No. 31602, SANBAG did not charge fees for use of SANBAG railroad right of way and thus had no means of recovering the costs incurred by SANBAG managing rights of use agreements. To date, 91% of our total license agreements are still in the non-billable category. Further, in accordance with SANBAG Board action in October 2014, SANBAG member jurisdictions are exempt from paying use fees. However, member jurisdictions are charged the application fee and annual administration fee associated with the request to use SANBAG railroad right-of-way.

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Theresa Armistead, Management Analyst II

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:



**SAN GABRIEL, REDLANDS AND
BALDWIN PARK SUBDIVISIONS**

**ACROSS THE FENCE VALUATION
SUMMARY**



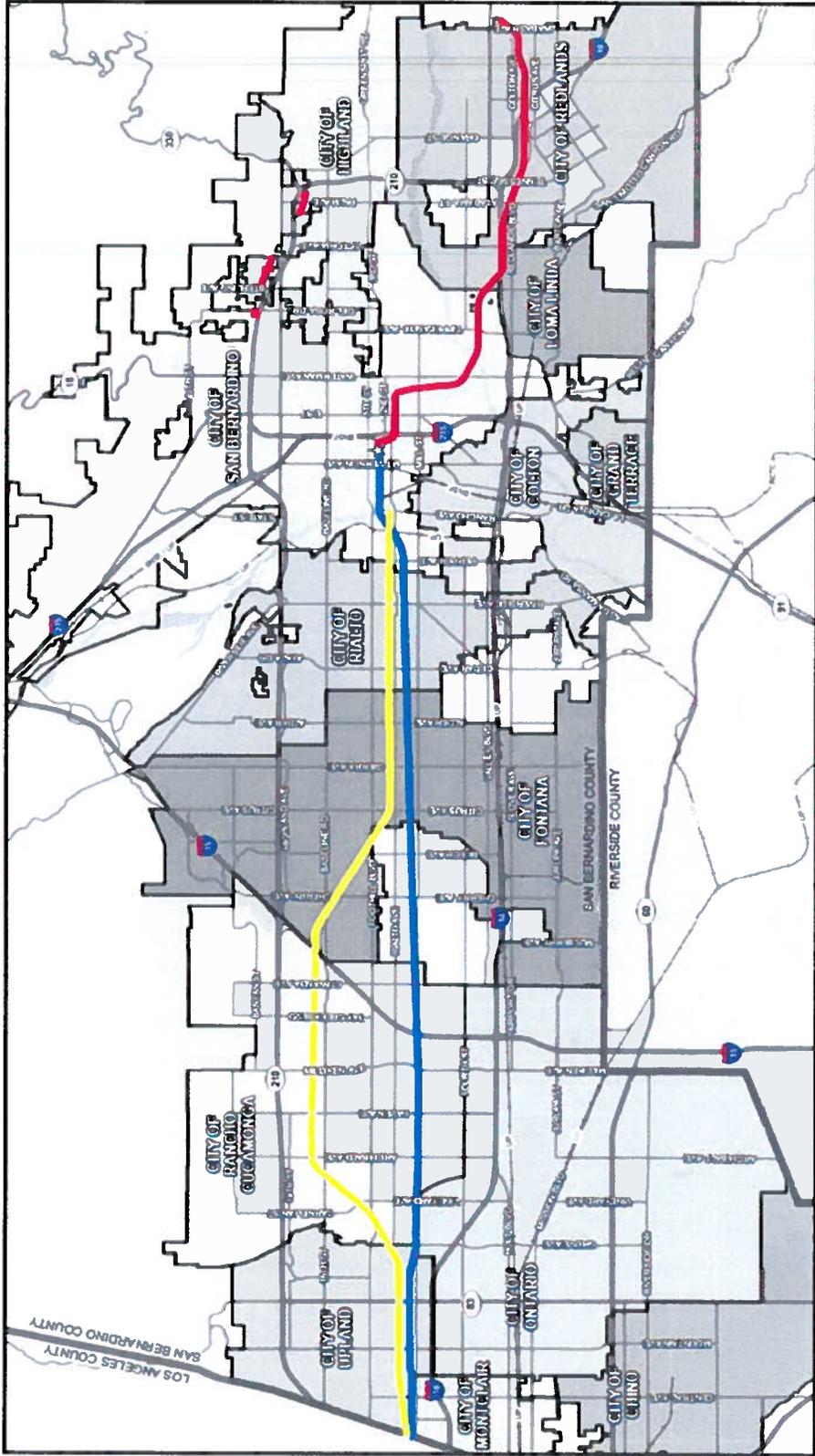
Epic Land Solutions, Inc.
Right of Way / Real Property Services

A UDBE/WBE/SBE Corporation

www.EpicLand.com

MARCH 6, 2015

PREPARED BY: DEENA GAITHER



SANBAG Subdivisions
 Baldwin Park (22.5 miles)
 Redlands (13.2 miles)
 San Gabriel (23.1 miles)
 ★ SANBAG Depot and Office

Governments
SANBAG
 Working Together

San Bernardino Associated Governments
 Railroad Rights of Way

Epic Land Solutions, Inc.
 10000 Valley Blvd., Suite 100, Fontana, CA 92335
 Phone: (951) 833-1111
 Fax: (951) 833-1112
 www.epicland.com

Source: San Bernardino County Assessor's Office
 Aerial Imagery: 2018
 Date: 12/15/18
 Scale: 1" = 1.00 Miles



Across the Fence Value Conclusion Summary

Based on the Across the Fence (ATF) Valuations for the San Gabriel Subdivision dated December 9, 2014, the Redlands Subdivision dated January 14, 2015 and the Baldwin Park Subdivision dated March 2, 2015, the overall estimated ATF value (land only) of SANBAG's three subdivisions, via the ATF Valuation Methodology of the Sales Comparison Approach, is \$244,407,000 as shown below:

Across the Fence Value Summary Table

Subdivision	Mileage	Acres***	Square Feet	Avg. ATF per Sq. Ft.	Date of ATF Value	ATF Value
San Gabriel	23.1	248.51	10,825,141.72	\$9.83	December 9, 2014	\$106,380,000
Redlands	13.2	94.57	4,119,513.88	\$7.17	January 14, 2015	\$29,527,000
Baldwin Park	22.5	214.27	9,333,601.20	\$11.69	March 2, 2015	\$108,500,000
Overall Total	58.8	557.35	24,278,256.80	Average \$10.07		\$244,407,000

***The area for each right of way subdivision has been calculated based on GIS data from the San Bernardino County Assessor's records and is exclusive of public street crossings.

Note - For original acquisition cost data for each subdivision, please refer to Page 1 of the Across the Fence Valuation Summary for each subdivision.



Minute Action

AGENDA ITEM: 6

Date: *May 12, 2016*

Subject:

Inland Empire 66ers Cooperation and Indemnity Agreement

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission and San Bernardino County Transportation Authority, authorize the Executive Director or his designee to execute Agreement No. 16-1001519, Cooperation and Indemnity Agreement between San Bernardino Associated Governments and the Inland Empire 66ers with the advice of and in form approved by the General Counsel.

Background:

As part of the Downtown San Bernardino Passenger Rail Project (DSBPRP) and San Bernardino Transit Center Project (SBTC) a parking lot is under construction immediately north of the San Manuel Stadium in the City of San Bernardino. The San Manuel Stadium is the home stadium for the Inland Empire 66ers. As part of the baseball season, the 66ers shoots off fireworks on special occasions including the 4th of July. The location of the launching and fallout area for the fireworks is the property that will eventually become the parking lot discussed above. The property is currently owned by the Successor Agency to the former City of San Bernardino Redevelopment Agency and the team has had a long standing arrangement with the City/RDA for the use of the property for these purposes.

As part of the right-of-way acquisition process for the DSBPRP and SBTC, the subject property was included in the condemnation action and San Bernardino Associated Governments (SANBAG) now has legal possession of the property as well as temporary construction easements through the existing baseball stadium parking lots for the construction of a storm drain.

In April 2014, the SANBAG Board approved Contract C14160 Cooperation and Indemnity Agreement between San Bernardino Associated Governments and the Inland Empire 66ers which allowed the Inland Empire 66ers to use the parking lot for the fireworks shows associated with the 2014 baseball season. In April 2015, the SANBAG Board approved Contract 15-1001284 allowing the use of the site for similar events during the 2015 baseball season. The Inland Empire 66ers have approached SANBAG regarding the possibility of continuing to use the site for the 2016 baseball season. SANBAG staff and the Inland Empire 66ers have mutually agreed to limit the 2016 fireworks event to only the 4th of July event due to the increase construction activity at the site, contingent upon the reasonable request to relocate construction materials and equipment outside of the fallout area. Staff will continue to monitor the construction progress as the event approaches and will determine the feasibility to accommodate the event by mid-May.

Entity: *CTA, CTC*

Transit Committee Agenda Item

May 12, 2016

Page 2

The fallout area is currently used by the DSBPRP contractor as a staging area and the event will require moving materials and equipment outside of the fallout area. The Inland Empire 66ers have agreed to reimburse SANBAG for the additional cost incurred by the construction contractor in order to accommodate such request; fully indemnify SANBAG against any claims arising from the fireworks; add both SANBAG and its contractors to the insurance policy for the fireworks; and acquire the necessary approvals from the San Bernardino Fire Department for such events.

Financial Impact:

This item is not consistent with current Fiscal Year 2016/2017 budget, and an administrative budget amendment may be required in order to add this fund source to the budget. As part of this agreement the Inland Empire 66ers will reimburse SANBAG for the financial impact to the construction contract.

Reviewed By:

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

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001519 Amendment No.: _____ Vendor No.: 01064
 Vendor/Customer Name: Inland Empire 66ers Sole Source? Yes No
 Description: Cooperation and Indemnity Agreement between San Bernardino Associated Governments and the Inland Empire 66ers
 Start Date: 06/01/2016 Expiration Date: 12/31/2016 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: C14160 (2014 Season), 15-1001284 (2015 Season), C14001 (Shimmick Construction)

Dollar Amount			
Original Contract	\$ 30,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 30,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 30,000.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 06/01/2016
 Board of Directors Action: _____
Authorize the Executive Director or his designee to execute a Cooperation and Indemnity Agreement between San Bernardino Associated Governments and the Inland Empire 66ers with the advice of and in form approved by the General Counsel.

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

E-76 and/or CTC Date _____ (Attach Copy) Program Supplement No.: _____
 Finance Letter Reversion Date: 12/31/2016 EA No.: _____

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

Additional Information

Project Manager: Victor Lopez

Attachment: 16-1001519_CSS_66ers Agreement (2675 : Inland Empire 66ers Cooperation and Indemnity Agreement)

CONTRACT NO. 16-1001519
San Bernardino
Associated Governments

**COOPERATION AND
INDEMNITY AGREEMENT**

This Cooperation and Indemnity Agreement (“Agreement”) is entered into by and between San Bernardino Associated Governments, acting in its capacity as the San Bernardino County Transportation Commission and the San Bernardino County Transportation Authority (“SANBAG”), and the Inland Empire 66ers Baseball Club of San Bernardino, Inc., a California corporation (“TEAM”), with reference to the following facts:

- A. TEAM operates a professional baseball franchise which plays its home games at San Manuel Stadium in San Bernardino, California (“Stadium”), under a lease with the City of San Bernardino (“CITY”) and utilizes property owned by the Successor Agency to the Former City of San Bernardino Redevelopment Agency adjacent to the Stadium (“Parking Property”) for, among other things, parking for its events at the Stadium. The Parking Property is described and/or depicted on Exhibit A attached hereto and incorporated herein by this reference. TEAM’s rights of use of the Parking Property is not documented and not of record.
- B. SANBAG is a public agency which acquires property for, and designs, builds, owns, operates and maintains transportation facilities, both alone and in conjunction with other public agencies. SANBAG is currently acquiring property for and designing and building two projects in proximity to the Stadium, as follows: (i) The San Bernardino Transportation Center (“SBTC”), a multimodal transportation hub for rail and bus transportation; and the Downtown San Bernardino Passenger Rail Project (“DSBPRP”), an extension of Metrolink usable railroad tracks and facilities from the Old Santa Fe Depot, located at 1170 W. 3rd Street, San Bernardino, to the SBTC, located at the southwest corner of Rialto and E Streets, immediately north of the Stadium and Parking Property (the SBTC and the DSBPRP are, collectively, referred to herein as the “Projects”).
- C. As part of the Projects, SANBAG has initiated eminent domain proceedings to acquire property north of the Parking Property for a parking lot for the SBTC (“SBTC Lot”) and easements across portions of the Parking Property for the installation of a storm drain (“Storm Drain Easements”). The SBTC Lot is also depicted on Exhibit A. SANBAG has received an Order of Possession for the SBTC Lot and the Storm Drain Easements across the Parking Property, granting SANBAG full rights of use and full control of the SBTC Lot and all rights necessary for the construction of the storm drain across the Parking Property and all related purposes and uses.
- D. TEAM desires to use portions of the SBTC Lot as a staging and buffer area for the 4th of July fireworks event.
- E. SANBAG will derive no benefit or profit from TEAM’s fireworks activities on the SBTC Lot and has all legal rights it needs to construct the storm drain regardless of TEAM’s use of the Parking Property, but wishes to work cooperatively with TEAM as a matter of accommodation to minimize conflicts with and inconvenience to

TEAM's use of the Parking Property as far as is reasonably feasible, while assuring TEAM's full cooperation with the Projects, in general, and the construction of the storm drain across the Parking Property, in particular; In exchange, TEAM wishes to secure SANBAG's permission to carry out its fireworks activities on the SBTC Lot on the date listed above.

- F. TEAM has agreed to reimburse SANBAG for actual cost incurred by SANBAG's construction contractor and its subcontractors in order to mobilize and clear the fireworks staging area as required by the San Bernardino Fire Department for the fireworks events described above and to indemnify SANBAG from any losses or claims related to TEAM's use of the SBTC Lot and/or the fireworks activities, including, but not limited to any claims or losses asserted by the construction contractor or its subcontractors. For the convenience of the parties in budgeting, but not by way of limitation as to the actual cost to be reimbursed hereunder, the current estimate of cost (not including any such losses or claims) is estimated at \$30,000.

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

1. SANBAG agrees to do the following:
 - a. Permit TEAM to use the SBTC Lot for the fireworks purposes stated above and activities incidental thereto on the date set forth above, subject to the terms and conditions of, and insurance obligations and indemnities set forth in this Agreement.
 - b. Act in good faith to inform TEAM of, and coordinate with Team concerning, the construction activities in order to minimize impacts to the Stadium's usability for games and events, where it can be done without increasing costs of or delaying either of the Projects or the construction itself.
 - c. Invoice TEAM for the actual cost incurred by SANBAG's construction contractor and its subcontractors as result of mobilization activities required to accommodate the fireworks show. Invoice shall consist of a written invoice specifying the amount requested and supporting documentation as TEAM may reasonably require.
2. In consideration of SANBAG permitting TEAM to use the SBTC Lot as provided herein: TEAM hereby:
 - a. Agrees to fully cooperate with SANBAG and its contractors in providing access to and permitting the construction of the storm drain and related construction activities across the Storm Drain Easements, subject to the terms and conditions of this Agreement.
 - b. Acknowledges that it has previously waived and released any and all claims to compensation or damages TEAM might have or otherwise have had from SANBAG's acquisition of the Storm Drain Easements or the SBTC Lot.
 - c. Waives and releases any and all claims to compensation or damages TEAM might have or otherwise have had from SANBAG's or its contractors' actions or omissions related to or arising out of the construction of the storm drain or any related activities upon the SBTC Lot or the Parking Property to the date of this Agreement. It is TEAM's intention that this release shall be effective as a bar to each and every claim and, in furtherance of this intention, **TEAM waives and relinquishes all rights and benefits under Section 1542 of the California Civil Code, which provides:**

A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS WHICH THE CREDITOR DOES NOT KNOW OR SUSPECT TO EXIST IN HIS FAVOR AT THE TIME OF EXECUTING THE RELEASE, WHICH IF KNOWN BY HIM MUST HAVE MATERIALLY AFFECTED A SETTLEMENT WITH THE DEBTOR.

- d. Indemnifies, defends and holds harmless SANBAG and its members, officers, directors, employees, contractors, representatives and agents (“Indemnitees”), from and against any and all losses (including damage to property or injuries to or death of any person), liabilities, claims, demands, causes of action, damages, costs and expenses (including without limitation, any fines, penalties, judgments, litigation expenses, and attorneys' fees, and any losses or claims asserted by SANBAG's construction contractor and/or its subcontractors for the Projects against SANBAG whether in tort, contract or equity) caused by, arising out of or related to the fireworks activities or TEAM's and/or its permittees', employees', agents', representatives' or contractors' presence, acts, or omissions upon or use of the Parking Property or the SBTC Lot, , whether direct or indirect, foreseen or unforeseen, and whether or not due to the negligence (whether active, passive, derivative, joint, concurring, comparative or otherwise) of SANBAG or its Indemnitees, or otherwise, unless caused solely by the gross negligence or willful misconduct of SANBAG or its Indemnitees.
 - e. TEAM agrees to reimburse SANBAG for actual cost incurred by the construction contractor and/or its subcontractors in order to mobilize and clear the fireworks staging area and protect its equipment and work product.
 - f. Agrees to provide, prior to any and each use of the SBTC Lot for the purposes permitted hereunder, proof of valid liability insurance acceptable to SANBAG's Risk Manager and General Counsel, in an amount not less than \$2 Million Dollars combined, covering all risks associated with TEAM's use of the SBTC Lot, including, without limitation, all fireworks related risks both on and off the SBTC Lot with SANBAG and its Indemnitees named as additionally insured parties on all such liability insurance.
3. TEAM fully understands the foregoing and accepts all responsibility and assumes all risk of loss, damage, death or injury of any kind to any person or property, including without limitation employees of SANBAG. TEAM shall use the Property in compliance with all applicable laws and regulations and shall employ only those persons validly licensed, bonded and insured in California to transport, handle and use the applicable fireworks and fireworks equipment.
 4. If TEAM's use of the property for fireworks would cause a delay in any of the Projects or conflict with SANBAG's or its contractor's reasonable needs related to the Projects , TEAM understands and agrees that SANBAG or its contractor may deny use of the SBTC Lot for the fireworks event without any liability.
 5. TEAM further expressly understands that the permission granted herein shall automatically expire on December 31, 2016 but TEAM shall have no further rights to be on the SBTC LOT after July 4, 2016. The execution of this Agreement does not grant TEAM the right to any other use of the SBTC Lot other than the fireworks use specifically permitted herein, nor to any future use of the SBTC Lot for similar fireworks or any other purposes.
 6. This Agreement shall be binding upon TEAM's successors, executors, administrators, heirs and assigns.
 7. This Agreement may not be modified or amended except in writing, signed by each of the

- parties, including without limitation, with respect to SANBAG, an officer of SANBAG given authority to do so by SANBAG’s Board of Directors.
8. This Agreement contains the full understanding and agreement between the parties and supersedes in full any prior written or oral agreement or understanding, and shall be effective as of the date executed by SANBAG.
 9. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

BY SIGNING BELOW, EACH SIGNATOR REPRESENTS AND WARRANTS THAT HE/SHE (1) UNDERSTANDS THE TERMS OF THIS AGREEMENT AND, AS TO TEAM, ACCEPTS SUCH TERMS AS A CONDITION TO TEAM’S USE OF THE PROPERTY AND (2) IS DULY AUTHORIZED TO EXECUTE AND DELIVER THIS AGREEMENT.

SAN BERNARDINO ASSOCIATED GOVERNMENTS, acting in its capacities as the San Bernardino County Transportation Commission and the San Bernardino County Transportation Authority:

By: _____
 Name: Raymond W. Wolfe
 Title: Executive Director
 Date: _____

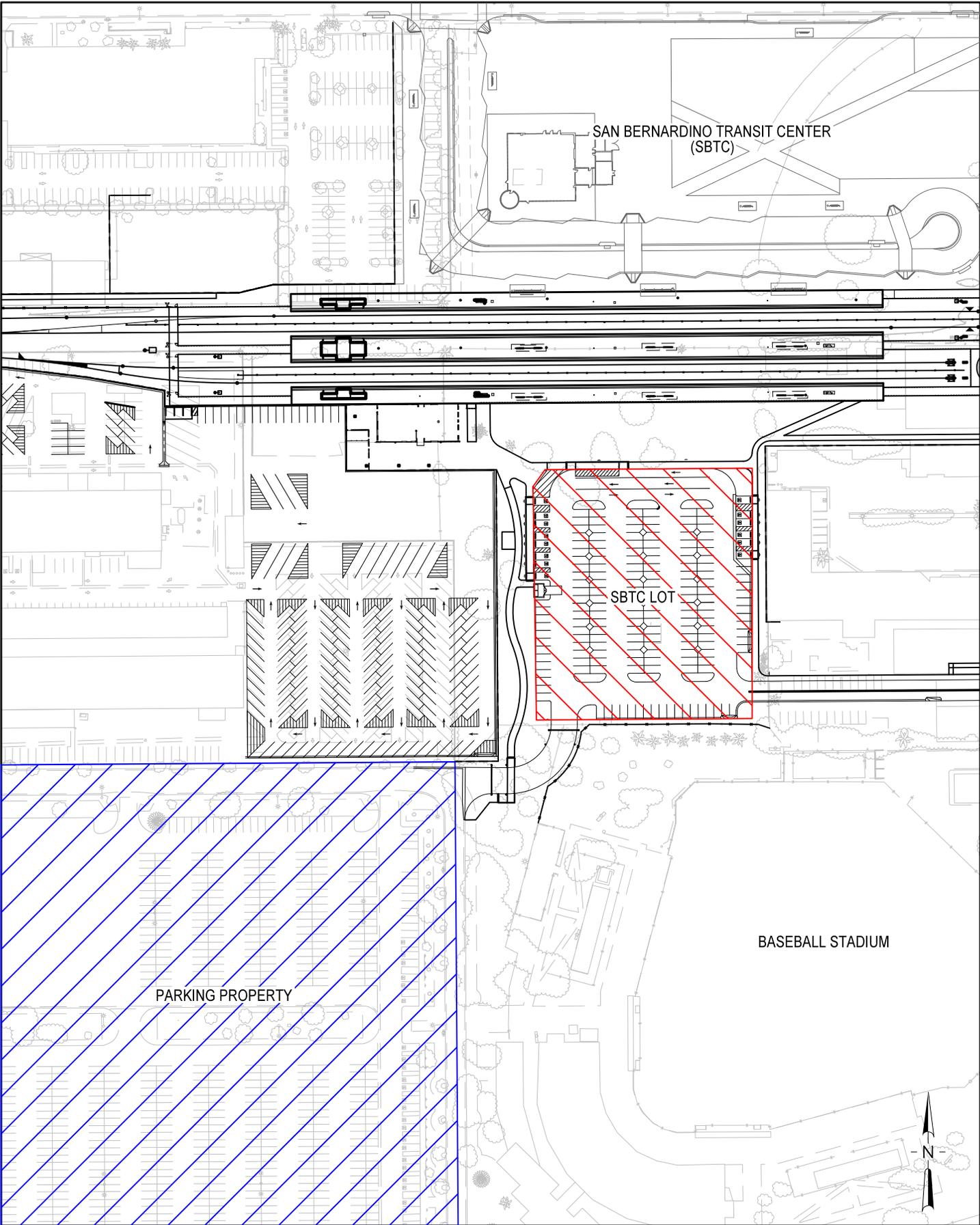
INLAND EMPIRE 66ERS BASEBALL CLUB OF SAN BERNARDINO, INC., a California Corporation:

By: _____
 Name: _____
 Title: _____
 Date: _____

APPROVED AS TO FORM:

 Robert D. Herrick, Asst. General Counsel
 Date: _____

Attachment: 16-1001519_66ers Agreement_2016 [Revision 3] (2675 : Inland Empire 66ers Cooperation and Indemnity Agreement)



Attachment: 16-1001519_66ers Agreement_ Exhibit A (2675 : Inland Empire 66ers Cooperation and Indemnity Agreement)

HDR
 ONE COMPANY
 Many Solutions
 3230 El Camino Real, Suite 200
 Irvine, CA 92602
 HDR Engineering, Inc.

Governments
SANBAG
 Working Together

DOWNTOWN SAN BERNARDINO PASSENGER RAIL PROJECT
 EXHIBIT "A"

SCALE: 1"=150'
 DATE: 03-25-2014

Minute Action

AGENDA ITEM: 7

Date: May 12, 2016

Subject:

Agreement with City of Rancho Cucamonga and Developer For Exclusive Negotiations Pertaining To a Transit-Oriented Development at the Rancho Cucamonga Metrolink Station

Recommendation:

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

A. Approve draft Contract No. 16-1001524, an exclusive negotiating agreement, with the City of Rancho Cucamonga and the limited liability company to be formed based on the Creative Housing Associates proposal, to establish the terms and conditions of a financeable development ground lease at the Rancho Cucamonga Metrolink Station.

B. Authorize the Executive Director or his designee to make changes to the terms of the agreement prior to execution by the Board President as approved by General Counsel.

Background:

In June 2015 the SANBAG Board of Directors approved Contract No. 15-1001271 with the City of Rancho Cucamonga (City) detailing the steps, roles and responsibilities necessary to select a private developer and enter a long-term lease to entitle, construct, and operate a transit-oriented, mixed residential and commercial development on the property located adjacent to the Rancho Cucamonga Metrolink Station (Project). After issuance of a request for qualifications and review of the qualifications submitted, the Review Committee consisting of City and SANBAG staff recommended a follow up interview and investigation of the proposal submitted by Creative Housing Associates who is being recommended as the selected developer.

In accordance with Contract No. 15-1001271 final selection of the successful private developer is to be by the Rancho Cucamonga City Council prior to any action taken by SANBAG's Board of Directors to select the developer. Following the final selection of a private developer by the City Council and SANBAG Board of Directors, the plan was for SANBAG, the City, and the selected developer to enter into a development agreement for the entitlement, construction, and operation of the development project. As the proposed selected developer intends to incur significant costs analyzing and designing the Project, the proposed selected developer has requested that the City agree to negotiate on an exclusive basis to establish the terms and conditions of a financeable development ground lease for the property. Contract No. 16-1001524, the Exclusive Negotiation Agreement (ENA), defines the roles and responsibilities among SANBAG, the City, and the proposed selected developer for the exclusive negotiation of those terms and conditions. Ultimately the proposed selected developer will form a limited liability corporation (LLC), which will be named in the ENA prior to execution, to deliver the Project. The selected development team and LLC partners include Creative Housing Associates, Lambert Development, and the Gluckstein Family Investments/Apex Realty Inc.

Entity: CTC

Transit Committee Agenda Item

May 12, 2016

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The City will be the lead on the negotiations and SANBAG will support their efforts through an oversight and approval role as it relates impacts on rail operations and agreements related to the use of the land. The term of the ENA is eighteen months which may be extended by the mutual written agreement of the developer and the City Manager for up to two additional three (3) month periods. Subsequent to the ENA period it is anticipated SANBAG and the City will enter into a Development Agreement with the selected developer for the entitlement, construction, and operation of the development project. It is also anticipated that a separate agreement between SANBAG and the City will be developed for overall management of the ground lease.

While the details of the land use requirements will not be provided until a later date, certain criteria as it relates to Metrolink were included in the initial agreement between SANBAG and the City. These include at a minimum, keeping the same number parking spaces in the developed condition and ensuring the necessary right of way is maintained for existing and future rail operations. In accordance with Contract No. 93-050, approved by the SANBAG and the City in 1993, SANBAG and the City shall hold in title as tenants in common the non-operating property at the Rancho Cucamonga Metrolink Station.

Financial Impact:

This item is consistent with the SANBAG Fiscal Year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001524 Amendment No.: _____ Vendor No.: 01755 & TBD
 Vendor/Customer Name: City of Rancho Cucamonga & LLC (TBD) Sole Source? Yes No
 Description: Exclusive Negotiating Agreement for the Rancho Cucamonga Metrolink Station TOD
 Start Date: 06/01/2016 Expiration Date: 05/31/2018 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 25,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 25,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 25,000.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 06/01/2016
 Board of Directors Action: Approve Contract No. 16-1001524 & Authorize Ex Dir to make changes.

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Carrie Schindler

Attachment: Contract Summary Sheet [Revision 3] (2774 : Rancho Cucamonga Metrolink Station TOD ENA)

DRAFT**EXCLUSIVE NEGOTIATING AGREEMENT FOR A TRANSIT-ORIENTED DEVELOPMENT AT THE RANCHO CUCAMONGA METROLINK STATION**

This EXCLUSIVE NEGOTIATING AGREEMENT (“ENA”) is dated as of _____, 2016, and is entered into by and among the CITY OF RANCHO CUCAMONGA, a municipal corporation (the “City”), SAN BERNARDINO ASSOCIATED GOVERNMENTS, acting in its capacity as the San Bernardino County Transportation Commission (“SANBAG”) and _____, a _____ (the “Developer”). The City and SANBAG are collectively referred to herein as the “Owner”. The Owner and the Developer are sometimes individually referred to herein as a “Party” and are sometimes collectively referred to herein as the “Parties.”

R E C I T A L S

A. The Owner owns the land in the City of Rancho Cucamonga, California that is described on Exhibit “A” (the Property”).

B. The Owner has received a proposal from Developer for the development of an integrated mixed use development (the “Project”) on the Property.

C. Developer intends to incur significant costs analyzing and designing the Project, and Developer has therefore requested that Owner agree to negotiate with Developer on an exclusive basis to establish the terms and conditions of a financeable development ground lease (the “Ground Lease”) for the Property.

D. It is anticipated that during the term of this ENA, Owner staff and consultants and attorneys of the Owner will devote substantial time and effort in meeting with the Developer and its representatives, reviewing proposals, plans and reports, negotiating and preparing the Ground Lease and a statutory development agreement, obtaining consultant advice and reports (possibly including an appraisal), and complying with the California Environmental Quality Act (“CEQA”).

NOW, THEREFORE, the Parties hereto agree as follows:

1. The term of this ENA shall commence on the date hereof and shall end on the earlier of: (i) the date that is one year and six months after the date of this ENA, as may be extended by the City Manager as set forth below under this Section 1, or (ii) the date on which the City terminates this ENA as provided in Section 2 below (the “ENA Period”). Provided that City has not terminated this ENA pursuant to Section 2 below, the ENA period may be extended by the mutual written agreement of Developer and the City Manager for up to two additional three (3) month periods; provided, however, that the City Manager may only grant an extension if: (i) the Developer is not then in material default under this ENA, (ii) there are no material issues remaining to be resolved with respect to the Ground Lease or the Development Agreement; and (iii) the applicable extension is necessary to complete the CEQA Documents (as defined in Section 7 below) and then submit the Ground Lease and Development Agreement to the City Council and SANBAG board for consideration.

2. City is hereby authorized to negotiate with Developer on behalf of Owner, however, City will regularly communicate and consult with SANBAG regarding the negotiations, and SANBAG will retain rights to oversight as it relates to impacts on rail operations and to prior review and approval of the Ground Lease, Development Agreement, and any and all other agreements or instruments related to the use or development of the Property. City is also designated as the “lead agency” for purposes of compliance with the California Environmental Quality Act.

3. The Owner may terminate this ENA if the Developer should fail to comply with or perform any provisions of this ENA and such failure is not cured within ten (10) business days after written notice from the City Manager to Developer, or if progress is not being made in negotiations hereunder as determined by the City Manager in good faith.

4. During the ENA Period (as extended under Section 1, if applicable), the Owner shall not negotiate with any person or entity other than the Developer for the sale, lease or development of the Property.

5. The Project must include the features/elements described on Exhibit “B”. The Developer shall deliver the materials and information identified on Attachment No. 1 attached hereto to the City within the times set forth on Attachment No. 1. Within ten (10) days after each calendar month during the ENA Period (as extended under Section 1, if applicable), Developer shall provide a written report to the City describing in reasonable detail the Developer’s activities with respect to the Project during such calendar month.

6. During the ENA Period, the City shall use good faith efforts to complete (or cause to be completed) the tasks set forth in Attachment No. 2 attached hereto.

7. Developer shall reimburse the Owner for its actual out-of-pocket costs and expenses (including legal fees and costs) incurred in preparing this ENA and fulfilling its obligations under this ENA, including, but not limited to: (i) the costs of negotiating and preparing the Ground Lease and Development Agreement; and (ii) the costs of appraisals, economic consultants and the like used by Owner to evaluate the Project, proposed transaction terms, and/or Ground Lease (collectively, the “Reimbursable Costs”). Concurrently with its execution of this ENA, Developer shall deposit with the City the sum of Twenty-Five Thousand and No/100 Dollars (\$25,000.00) (the “Reimbursement Funds”). The Reimbursement Funds may be used and applied from time to time by the City to pay or reimburse itself and SANBAG for Reimbursable Costs not otherwise paid or reimbursed by the Developer. As between the City and SANBAG, SANBAG shall submit its requests for reimbursement to City, and shall provide such documentation as City may reasonably request for purposes of replenishment of the Reimbursement Funds from the Developer hereunder. The Developer shall deposit with the City funds sufficient to replenish the Reimbursement Funds held by City within ten (10) days after written demand by the City Manager with a description of the costs paid from the Reimbursement Funds since the previous written demand. Any Reimbursement Funds not applied shall be delivered to the Developer (along with a final accounting of the City’s application of the Reimbursement Funds) within thirty (30) business days after the earlier of: (i) the execution of the Ground Lease by the Parties, or (ii) the expiration or earlier termination of this ENA. The provisions of this Section shall survive the expiration or earlier termination of

this ENA. Notwithstanding anything to the contrary in this ENA, express or implied, the City shall have the right in its sole and absolute discretion to cease evaluation of submittals relating to the Project, stop any other staff work and/or work of its consultants and stop negotiating or discussing the Project, Ground Lease and Development Agreement, in the event that the City Manager determines that the sums then on deposit with City are not clearly sufficient to pay for all of the projected/established Reimbursable Costs projected/estimated in good faith by the City Manager.

8. The City and Developer acknowledge that all applicable requirements of CEQA must be met in order for City to approve entitlements and enter into a development agreement and for the Owner to approve and enter into the Ground Lease, and that this may require an environmental impact report and/or other reports and analyses for CEQA purposes (collectively, the “CEQA Documents”). The Developer will, at its cost, fully cooperate with the City in the City’s preparation of the CEQA Documents.

9. The Developer shall bear all costs and expenses of any and all title, environmental, physical, engineering, financial, and feasibility investigations, reports and analyses and other analyses or activities performed by or for the Developer.

10. The Developer and the Owner understand and agree that neither Party is under any obligation whatsoever to enter into a Ground Lease or Development Agreement, and that notwithstanding its approval of this ENA, the Owner shall have the right to disapprove any proposed Ground Lease or Development Agreement in its sole and absolute discretion, and in that regard, Developer hereby expressly agrees that the Owner shall not be bound by any implied covenant of good faith and fair dealing in connection with such approval or disapproval of any proposed Ground Lease or Development Agreement. In the event of the expiration or earlier termination of this ENA, the Owner shall be free to negotiate with any persons or entities with respect to the Property. No consents, approvals, comments or discussions by staff shall diminish, affect or waive: (i) rights of the Owner to later impose conditions and requirements under CEQA; (ii) the right of the Owner not to approve the Ground Lease or Development Agreement; or (iii) the Owner’s other governmental rights, powers and obligations.

11. The Developer shall indemnify, defend, and hold the Owner and Owner’s respective officers, directors, members, employees, agents, contractors and affiliated entities harmless from any and all claims, liabilities, damages, costs and expenses relating to or arising out of this ENA, Developer’s failure to perform any obligation of Developer under this ENA, or any challenges to this ENA, the Ground Lease or the Development Agreement (based on CEQA noncompliance or otherwise). The Developer’s obligations under the preceding sentence shall survive the expiration or earlier termination of this ENA.

12. The Developer represents and warrants that its undertakings pursuant to this ENA are for the purpose of development of the Property and not for speculation in land, and the Developer recognizes that, in view of the importance of the development of the Property to the general welfare of the community, the qualifications and identity of the Developer and its principals are of particular concern to Owner; therefore, this ENA may not be assigned by the Developer without the prior express written consent of the City Manager in his sole and absolute discretion. However, the City acknowledges that the Developer may intend to form a new entity

to be the Developer entity that will be party to the Ground Lease that is controlled and majority-owned by the parties comprising the Developer.

13. Any notice, request, approval or other communication to be provided by one Party to the other shall be in writing and provided by certified mail, return receipt requested, or a reputable overnight delivery service (such as Federal Express) and addressed as follows:

If to the Developer:

Attn: _____

If to the City:

City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, CA 91730
Attn: _____

If to SANBAG:

San Bernardino Associated Governments
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410
Attn: Carrie Schindler, Director of Transit and Rail

Notices shall be deemed delivered: (i) if sent by certified mail, then upon the date of delivery or attempted delivery shown on the return receipt; or (ii) if delivered by overnight delivery service, then one (1) business day after delivery to the service as shown by records of the service.

14. This ENA constitutes the entire agreement of the Parties hereto with respect to the subject matter hereof. There are no agreements or understandings between the Parties and no representations by either Party to the other as an inducement to enter into this ENA, except as may be expressly set forth herein, and any and all prior discussions and negotiations between the Parties are superseded by this ENA.

15. This ENA may not be altered, amended or modified except by a writing duly authorized and executed by all Parties.

16. No provision of this ENA may be waived except by an express written waiver duly authorized and executed by the waiving Party.

17. If any Party should bring any legal action or proceeding relating to this agreement or to enforce any provision hereof, or if the Parties agree to arbitration or mediation relating to this ENA, the Party in whose favor a judgment or decision is rendered shall be entitled

to recover reasonable attorneys' fees and expenses from the other. The Parties agree that any legal action or proceeding or agreed-upon arbitration or mediation shall be filed in and shall occur in the County of San Bernardino.

18. The interpretation and enforcement of this ENA shall be governed by the laws of the State of California.

19. Time is of the essence of each and every provision hereof in which time is a factor.

20. This ENA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same ENA.

21. Executed counterparts of this ENA may be delivered electronically by email to: _____ (for the Owner), and _____ (for the Developer).

IN WITNESS WHEREOF, the Parties hereto have executed this ENA as of the day and year first written above.

OWNER:

CITY OF RANCHO CUCAMONGA

By: _____
_____, City Manager

DEVELOPER:

_____,
a _____

By: _____
Print Name: _____
Title: _____

Attest:

_____, City Clerk

Approved as to Form:

_____, City Attorney

Attachment: Draft - Exclusive Negotiating Agreement 004 Clean with Map [Revision 1] (2774 : Rancho Cucamonga Metrolink Station TOD ENA)

SAN BERNARDINO ASSOCIATED
GOVERNMENTS, acting in its capacity as the
San Bernardino County Transportation
Commission

By: _____

Print Name: _____

Title: _____

Approved as to Form:

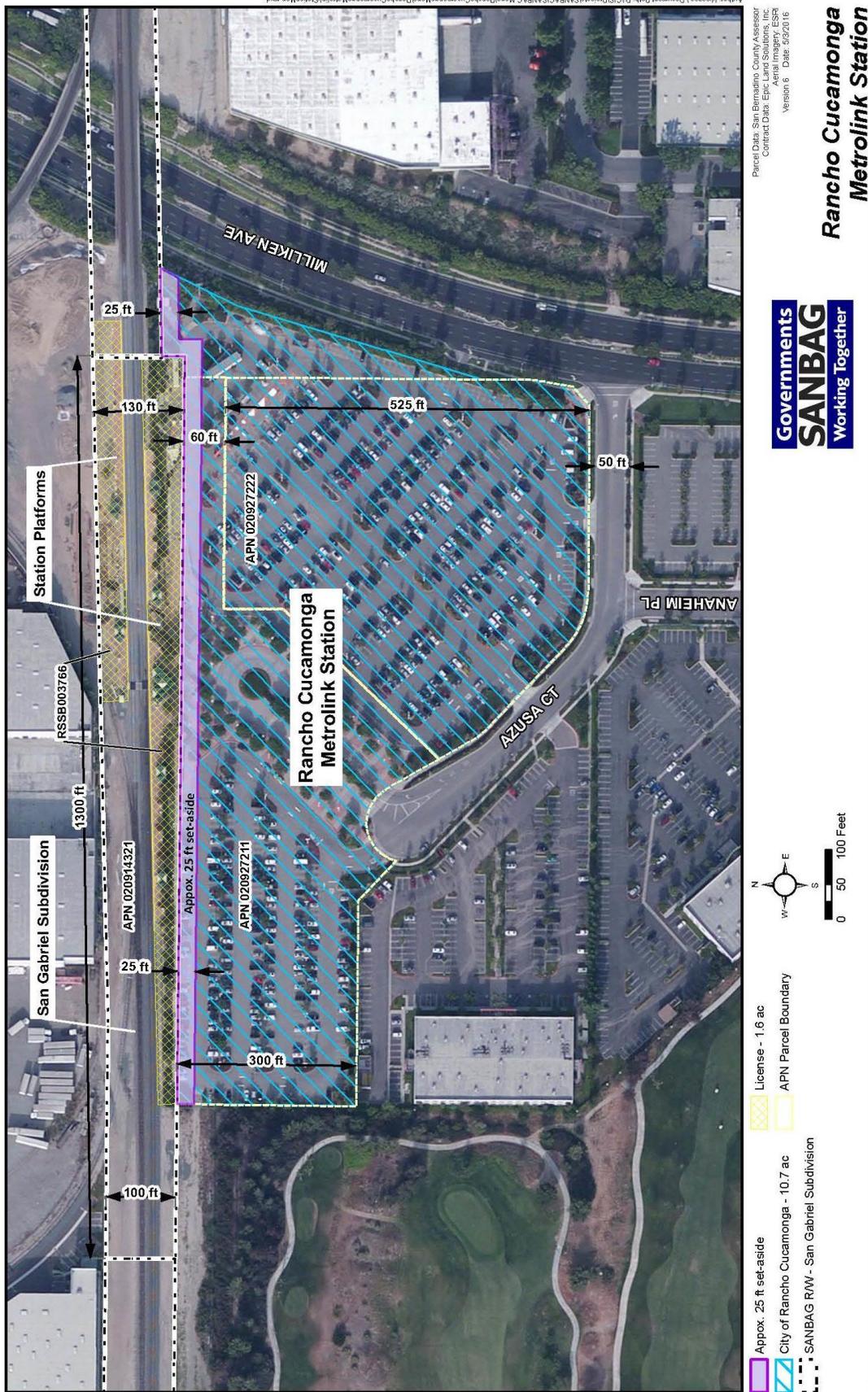
_____, SANBAG

Legal Counsel

Attachment: Draft - Exclusive Negotiating Agreement 004 Clean with Map [Revision 1] (2774 : Rancho Cucamonga Metrolink Station TOD ENA)

EXHIBIT "A"
DESCRIPTION OF PROPERTY

(Attached.)



Rancho Cucamonga Metrolink Station



EXHIBIT "B"
REQUIRED PROJECT FEATURES/ELEMENTS

(Attached.)

Attachment: Draft - Exclusive Negotiating Agreement 004 Clean with Map [Revision 1] (2774 : Rancho Cucamonga Metrolink Station TOD ENA)

Project Concept: A multi-story mix of residential and commercial (retail and restaurant) tenants surrounding a public plaza that creates a sense of place and engagement, and attracts not only Metrolink riders and residents, but also a wide variety of patrons to the retail and restaurant services;

- Attached, high-density residential rental units (i.e., 50 to 100 dwelling units per acre) in a variety of unit sizes including owner and rental;
- Percentage of affordable rental units;
- Minimum of 39,000 sf of retail commercial space, 10,000 sf of dining, 20,000 sf of commercial office space, and 5 screen cinema;
- Parking garages shall be fully automated parking structures;
- Emphasis on a pedestrian orientation with active retail frontages on the public plaza;
- Convenient access to parking and the train platform for Metrolink riders. A set-aside of approximately 25 feet to the south of the existing platforms for future rail improvements as shown in Exhibit “A”;
- Provide a minimum of 960 parking spaces for Metrolink riders as currently provided.
- Retention of the City’s paid parking permit system for Metrolink riders.
- Provide multi-modal connections to other developments and facilities in the area, including the proposed Empire Lakes mixed-use project to the west of the project site and Milliken Avenue to the east;
- Water wise landscaping that complements the chosen architectural style and theme of the project. The City actively supports water conservation in the landscape as not only a short-term response to the current drought but also as a long-term sustainability practice;
- Project phasing that ensures sufficient parking for Metrolink riders will be provided during all phases of project implementation and construction.
- Provide for a preliminary future relocation of the rail platform approximately 25 feet to the south of its current location as part of Alternative A-4 Rail Alignment of the Ontario Airport Rail Access Study.

DRAFT**ATTACHMENT NO. 1****SPECIFIC DEVELOPER TASKS**

1. _____
2. Within _____ after the City and Developer agree on _____, Developer shall deliver the following items for Owner staff review:
 - i) Preliminary site plan and revised architectural concept drawings identifying the location, building envelopes, general configuration, uses of the buildings and site, parking and traffic circulation, and proposed design characteristics of the Project.
 - ii) Conceptual development program (“Development Program”) for the Project that include a breakdown of the proposed scope of development including a range of building square footage by land use and range of square footage and number of parking spaces and landscaped areas, improvements, approximate number and mix of any residential units, proposed public amenities, circulation, and other general uses.
3. Within _____, Developer and City staff shall determine the likely type and schedule for obtaining entitlements necessary for construction of the Project including, but not limited to, discretionary permits.
4. Within _____, Developer shall deliver to the City for Owner staff review and approval, a preliminary financing plan for the proposed Project.
5. Within _____, Developer shall submit to the Owner a schedule of development setting forth the proposed timetable for the commencement, substantial completion and final completion of the Project (the “Development Schedule”).
6. Within _____, Developer shall deliver to City for Owner staff review and approval, an organizational chart of the proposed Developer entity proposed to be a party to the Ground Lease and Development Agreement.
7. Within _____, Developer shall deliver to the City a fully completed and executed development application including _____.
8. Within _____, Developer shall obtain and review a preliminary report for the Property from a title company selected by Developer and copies of the documents listed as title exceptions therein and an ALTA survey and shall deliver copies of the reports, documents and survey to the Owner together with a written description of any objections Developer may have to any of the title exceptions (and the rationale for the objections).
9. Within _____, Developer shall obtain and review a Phase I environmental (hazmat) report for the Property, and if recommended by the Phase I, Developer shall promptly

obtain a Phase II report subject to entering into a reasonable right of entry agreement with City and SANBAG. Developer shall promptly deliver copies to the City when received. Developer and Owner shall negotiate regarding adjustments to rent and/or the payment of any costs of remediation required as a result of the Phase II report.

ATTACHMENT NO. 2
SPECIFIC CITY TASKS

1. _____
2. Within _____, City shall provide to Developer copies of all currently existing plans, studies and other written information regarding the Site in its possession, to the extent not previously delivered to Developer and to the extent material to the Project and not subject to any attorney-client or attorney work product privilege or other privilege.
3. City shall use good faith efforts to prepare and process the required CEQA Documents as soon as reasonably possible after submission by Developer of a complete development application and payment of applicable fees/deposits.
5. City shall provide initial drafts of the Ground Lease and development agreement to Developer and shall thereafter revise them to the extent reasonably permitted by the negotiations.

Minute Action

AGENDA ITEM: 8

Date: May 12, 2016

Subject:

Ontario International Airport Rail Access Ride Share Update

Recommendation:

That the Transit Committee receive and file a report on efforts by SANBAG and Omnitrans to research and provide transit connections from Metrolink Stations to the Ontario International Airport.

Background:

With management control of the Ontario International Airport (ONT) set to transfer from the Los Angeles World Airports (LAWA) to local control, SANBAG is exploring, in partnership with Omnitrans, opportunities to provide transit services to connect commuter rail service from Metrolink to ONT. SANBAG is currently finalizing a study that explores the possibility of rideshare services, including transportation network companies, such as Uber and Lyft to provide a link to/from Metrolink Stations to ONT. Omnitrans is also finalizing their service plans for the Ontario Airport Shuttle Service Pilot Program (OmniGo Ontario Airport).

The Rideshare Opportunities Study being completed by SANBAG reaffirms the results of the Ontario Airport Rail Access Study completed in November of 2014 and makes additional recommendations to promote rideshare service to access ONT from Metrolink Stations. The key component to realizing the use of rideshares to and from ONT is for the governing body of ONT to modify the current ground transportation permitting rules to encourage transportation network companies, such as Uber and Lyft, to allow for passenger pickup as well as drop off services at ONT. Currently these companies are not allowed to pick-up customers at ONT. This would help further facilitate discussions that are currently underway between the Southern California Regional Rail Authority (SCRRA) and transportation network companies to provide the first mile – last mile connections. SCRRA staff will be taking an update to their Board of Directors on May 13th about co-marketing efforts that are designed to encourage customers to utilize Metrolink and connect to Uber/Lyft for a last mile solution. In addition to the governing board of ONT modifying the ground transportation permitting rules, Metrolink stations should have designated areas with signage created within the passenger pick-up/drop off area to accommodate and delineate space for taxis and rideshare services.

Omnitrans' proposed Ontario Airport Shuttle Service involves partnerships with ONT-area hotels to provide high-quality and high-frequency transit. While Omnitrans was exploring a Rancho Cucamonga Metrolink to ONT fly-away shuttle, they became aware of 20-plus different hotel shuttles that operated in the area. Rather than adding another shuttle to the area, Omnitrans reached out to the area hotels through the Greater Ontario Convention and Visitors Bureau (GOCVB) to determine if the hotels had interest in partnering to reduce the duplication of

Entity: CTA

Transit Committee Agenda Item

May 12, 2016

Page 2

services, reduce costs and reduce greenhouse gas emissions compared to the current hotel shuttles while also extending the service to the Metrolink Station.

To further this project, Omnitrans staff has worked with GOCVB in developing a detailed shuttle proposal. The initial routing proposals were presented at GOCVB's Quarterly meeting on April 21, 2016 and several hotel managers indicated interest. Follow up meetings will be set during May and June. Additionally, GOCVB has tentatively indicated a willingness to provide significant financial contributions to the programs to compensate for fare revenue requirements that are associated with general public transit services.

The shuttle service will be developed to meet the needs of Metrolink, the Ontario Airport, and area hotels and is expected to run with a 30 minute frequency between the hours of 5 a.m. and 11 p.m. In January 2016, the SANBAG Board allocated \$554,435 of Low Carbon Transit Operator Program (LCTOP) funds to Omnitrans to procure four vehicles initially needed for this service. The annual operating cost of the shuttle service is estimated at \$1.5 million and will be eligible for future LCTOP allocations. Omnitrans is able to backfill the shortfall in LCTOP revenue with other sources to keep the project fully funded. Omnitrans seeks to fully develop the public-private partnership with the partner hotels in order to create a sustainable funding source for the shuttles rather than relying solely on limited transit funds.

Financial Impact:

There is no financial impact associated with this item.

Reviewed By:

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

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 9

Date: *May 12, 2016*

Subject:

Redlands Passenger Rail Project Service Branding Update

Recommendation:

Receive and file the Redlands Passenger Rail Project Service Branding Update.

Background:

With the San Bernardino Associated Governments (SANBAG) Board of Directors identifying the Redlands Passenger Rail Project (RPRP) as one of its priority projects and RPRP having cleared environmental review in March 2015, staff has moved forward with public outreach efforts associated with the delivery of the project. In October 2015, SANBAG entered into a contract with Thomas Communications Group (TCG) to provide public outreach support for RPRP. As defined in Attachment “A” (Scope of Work for Contract 15-1001301), TCG has been working with the SANBAG Public Affairs team to identify and implement a Service Branding Development Plan (Attachment “B”) for the rail service to be operated by Omnitrans at the completion of construction.

The purpose of the Service Branding Development Plan is to develop branding that will support the launch of the new service through strategic planning, research and messaging that will result in the creation of a branded look and feel, style guide and brand voice.

The goals of the exercise will be to:

1. Identify the program goals and objectives focusing on the service’s unique differentiators to clearly articulate the brand experience in the context of each audience segment’s needs, wants and lifestyle preferences.
2. Translate research from outreach efforts to initial assumptions and targets for purposes of focus group research.
3. Define the service brand voice, tone, visual identity and brand promise to resonate among a broad set of community stakeholders and constituencies.

The branding and marketing team will develop a distinct brand for the service through the creation of a logo, style guide, and design of public relations and marketing material to reflect public outreach efforts and set the stage for revenue service.

In April 2016, the branding and marketing team began efforts to secure Focus Group and Working Group participants. The Focus Groups are made up of individuals local to

Entity: COG, CTA, CTC

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the San Bernardino and Redlands communities who are interested in providing their thoughts, feelings, and expectations of the new rail service. Information gathered during the community Focus Group meetings will then be analyzed and shared with a Working Group made up of local and regional marketing, branding, economic development, and community engagement professionals. The job of the Working Group is to utilize the information gathered during the community Focus Group meetings to aide in the development of the new service branding; specifically the name, logos, and tagline that will be presented to the SANBAG Board of Directors.

Future community Focus Group meetings will be held at the Homewood Suites in San Bernardino and are scheduled as follows:

Tuesday, May 17, 2016	5:30 p.m. – 7:30 p.m.
Thursday, May 19, 2016	5:30 p.m. – 7:30 p.m.
Saturday, May 21, 2016	10:00 a.m. – 12:00 p.m.

In October 2016, following the development process of the new service branding, we anticipate presenting the Board of Directors with another update where we may share up to three (3) logo/tagline options for consideration and adoption.

Due to requirements related to the vehicle procurement process, it is the goal of the marketing and branding team to have the new service branding solidified no later than December 2016 for inclusion in the vehicle procurement Request for Proposal.

Financial Impact:

This item will have no financial impact on the adopted FY 2015/16 SANBAG Budget.

Reviewed By:

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

Responsible Staff:

Michelle Adams, Management Analyst, II

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

1.0 SCOPE

The scope of services to be provided under this contract includes the necessary tasks and activities that are required to provide a comprehensive public outreach effort during the Final Design, Construction, start-up and testing, and initial revenue service of the Redlands Passenger Rail Project (RPRP). Services will also include the branding effort in preparation for revenue service.

CONSULTANT shall coordinate with project stakeholders, who include: the Cities along the RPRP corridor, SANBAG, Esri, the University of Redlands and other consultants under contract to SANBAG supporting the RPRP. Additionally, CONSULTANT shall coordinate with any freight rail providers or shippers as necessary.

Some of the listed tasks have been initiated under an earlier public outreach contract, and the CONSULTANT shall work to transition and continue these tasks in a seamless manner.

2.0 BACKGROUND INFORMATION

San Bernardino Associated Governments, acting as the San Bernardino County Transportation Authority (SANBAG) are entering into the two significant stages of project delivery for the Redlands Passenger Rail Project. Community involvement is paramount in the ongoing delivery of this project to provide education about the project and ultimate service, understanding of the activities associated with construction, awareness of safety both during and after construction, and establishing a brand for the new commuting option.

The outreach actions should be accomplished through the use of conventional techniques, including public briefings, town hall meetings, educational forums, workshops, and mailers and flier distribution. This outreach should be augmented by a robust social media/electronic technology element which, at its center, will highlight a Web page that includes a variety of digital engagement elements.

2.1 Project Information

The RPRP encompasses an approximately nine-mile corridor extending east from the City of San Bernardino to the City of Redlands within the southwestern corner of County of San Bernardino, California. The Project extends along an existing railroad right-of-way owned by SANBAG and commonly referred to as the Redlands Corridor. The Project proposes the operation of passenger rail service between E Street in the City of San Bernardino and the University of Redlands, in the City of Redlands. Passenger rail service would be facilitated via five station stops. Four new station stops would be constructed in conjunction with the Project. These include the possibility of one station located at Tippecanoe Avenue or Waterman Avenue within the City of San Bernardino and New York Street, Orange Street, and University Street within the City of Redlands. The fifth station would be constructed at E Street and is associated with a different project—the Downtown San Bernardino Passenger Rail Project. A separate project is under consideration at California Street. SANBAG also proposes the replacement of the existing railroad tracks and ties, reconstruction or rehabilitation of existing bridge structures, construction of a new train layover

facility, and auxiliary improvements such as at-grade roadway crossings and safety improvements, new parking facilities, and improvements to pedestrian access.

2.2 Need for Outreach

While commuter rail (Metrolink) is not new to San Bernardino County, the addition of this system creates new considerations for the communities that it will travel through. During development of the environmental document, small groups within the cities of San Bernardino and Redlands showed some resistance to the consideration of the new service. Outreach will be a critical part of the transition and necessary to gain consensus, to educate the communities of the changes, to provide safety awareness during construction and service, and to enhance system success.

3.0 TASKS

CONSULTANT shall work closely with SANBAG staff and the Redlands Passenger Rail Project consultant teams to facilitate community engagement throughout the remaining project delivery process. The public outreach program shall contain the key elements outlined below.

3.1 Public Outreach Plan

CONSULTANT shall submit Public Outreach Plan, which create an identity for the project and describes the CONSULTANT's approach to the tasks and activities that will be performed during the performance of the WORK.

The Public Outreach Plan should identify the key members of the public outreach team, with an organization chart, and an anticipated schedule for the performance of tasks listed herein. The Public Outreach Plan should also include CONSULTANT's internal Quality Control review process, which should include how deliverables will be delivered and reviewed by members of the CONSULTANT team, as well as a detailed understanding of public engagement rules and regulations as it applies to the various engagement opportunities involving a public entity or agent thereof.

CONSULTANT responsibilities shall include:

- Submit Public Outreach Plan for SANBAG review and approval within 45 days of award of contract, and review and update plan annually or as required by significant projects changes or changes in public outreach approach.

3.2 Briefings

Briefings are an opportunity-based approach to grassroots outreach with target stakeholder groups. The objective of the briefings is to foster awareness of the projects and encourage the stakeholder groups to distribute project information and future public involvement opportunities to their constituencies. Briefing opportunities with key stakeholders will be coordinated with local governments (including elected officials and City staff, such as City Managers), boards, committees, community-based groups, and other entities. These briefings will allow SANBAG an opportunity to educate organized stakeholder groups on the Redlands

Passenger Rail Project. The briefings will be scheduled to inform and provide status updates on the projects to interested stakeholder groups. Consultant shall expect to arrange and prepare for at least 20 briefings per year.

SANBAG will participate and present at briefings, and will review and approve briefing materials. CONSULTANT responsibilities shall include:

- Arrange and coordinate the execution of briefings
- Coordinate the preparation of collateral materials/informational packets with SANBAG staff
- Prepare and facilitate all logistics for the briefings, in coordination with SANBAG
 - Identify briefing opportunities
 - Coordinate scheduling of briefings and other related logistics
 - Meeting format such as formal presentations, open house, other
 - Speakers/presenters
 - Content of presentation material

3.3 Grassroots Canvassing

CONSULTANT shall lead a Grassroots Canvassing effort to reach members in the communities that may not otherwise be reached via conventional and electronic outreach methods. The objective of the canvassing efforts is to distribute general project information and collect additional stakeholder data that would otherwise not be available. Each community located along the Redlands Passenger Rail Project shall be canvassed by physically visiting the major centers within the respective communities. Grassroots Canvassing shall be targeted prior to key project milestones and decision points. All information that is collected through the canvassing exercise will be documented in the existing stakeholder database and will be used to generate a digital map with the exact locations that the team has visited.

CONSULTANT responsibilities shall include:

- Investigate key destination points and community centers located throughout the subject project corridors
- Coordinate and prepare flyers, project business cards, and other collateral materials
- Conduct canvassing activities for each community
- Document all of the information collected throughout the corridor
- Develop canvassing map with markers for each site canvassed

3.4 Project Hotline

Establish a Redlands Passenger Rail Project Helpline which allows stakeholders to listen to a brief status update on the project and record a voicemail with their questions and/or comments. This toll-free number will be featured in most collateral materials and will be posted on all electronic communication (i.e., Website, social media, E-blast messages). The helpline number is offered in English and Spanish, which are the two most common languages in the project area.

To keep the helpline active and updated, CONSULTANT shall perform the following tasks:

- Regularly update outgoing bilingual (English/Spanish) messages
- Provide basic study information and allow callers to leave a voice message
- Monitor telephone messages left on the telephone helpline on a daily basis
- Maintain a call log, update the stakeholder database, and respond to helpline inquiries within one business day
- Send documented comments to SANBAG for review and response
- Ensure that all comments have received responses from SANBAG
- Notify project management of key issues

3.5 Media Relations

Media relations tasks are intended to maximize positive coverage in the mass media without utilizing direct advertising. These efforts should focus on identifying opportunities for media coverage on positive developments throughout the delivery of the Redlands Passenger Rail Project. The anticipated media relations tasks include public service announcements (PSAs), opinion editorials (op-eds), as well as mailings and paid advertising of activities and status of the project.

As part of these efforts, CONSULTANT shall prepare a media package that can be made readily accessible to media outlets. The media package may include fact sheets, project information, and overview of the project delivery process, and public involvement opportunities. All information generated for these efforts will be incorporated into the project web page, newsletter, and other forms of electronic communication. Media opportunities will be coordinated through SANBAG's Public Affairs Office.

CONSULTANT shall perform the following tasks:

- Develop PSAs/ press releases and media advisories
- Develop initial media package
- Update media package as required
- Provide mailings and paid advertising as required to support the project's delivery process
- All media relations deliverables shall be approved by SANBAG's Public Affairs Office prior to release

3.6 Newsletters

CONSULTANT shall prepare an electronic newsletter, which shall be disseminated to the Project stakeholders monthly during construction via email and other forms of electronic communication, including the Project website and project-specific social media channels. The newsletters are intended to provide general Project status updates and an overview of past and upcoming public involvement opportunities.

These newsletters may also feature pertinent op-ed articles that were prepared for the Redlands Passenger Rail Project media package.

CONSULTANT shall perform the following tasks:

- Develop newsletters
- Disseminate newsletters electronically
- SANBAG shall assist with the development of contents for the newsletter, and shall review and approve content.

3.7 Electronic Communication

Email communication, or e-blasts, shall be utilized to quickly distribute electronic information to a large number of target stakeholders. This effective, low-cost option allows the immediate dissemination of general project updates as well as information on upcoming public involvement opportunities. E-blasts will also be utilized for the distribution of newsletters, project materials and other general Project announcements.

CONSULTANT shall perform the following tasks:

- Identify contents that must be distributed electronically
- Develop e-blast messages
- Disseminate e-blast messages to stakeholder database
- Document e-blast messages and share replies with SANBAG staff

3.8 Social Media

CONSULTANT shall coordinate with existing SANBAG social media accounts, as appropriate, to enhance the distribution of information to project stakeholders and to offer an additional platform for two-way communication with project stakeholders. CONSULTANT shall create additional social media accounts as appropriate to maintain communication with the public. CONSULTANT shall assist with the monitoring of comments on project-specific social media sites for the Redlands Passenger Rail Project. CONSULTANT shall monitor other social media environments for mentions of the Redlands Passenger Rail Project.

CONSULTANT shall perform the following tasks:

- Develop contents for posting on social media accounts
- Coordinate with SANBAG Public Affairs for posting to social media accounts
- Coordinate all social media activities with SANBAG Public Affairs
- Develop project-specific digital engagement tools as necessary
- Provide regular analytical measurements during key project events

3.9 Project Website

Develop an official Redlands Passenger Rail Project website to provide a dynamic platform to share the latest project information and encourage two-way communication with project stakeholders. CONSULTANT shall maintain, update and expand the Redlands Passenger Rail Project website as necessary. The websites should include but are not limited to: general project information, project newsletters

and videos, community updates, events calendar, online surveys, links to project cities and stakeholder groups, and contact information.

CONSULTANT shall perform the following tasks:

- Establish and maintain and update Redlands Passenger Rail Project website contents for the duration of the Project

3.10 Stakeholder Database

CONSULTANT shall ensure that all communication with stakeholders is organized and easily accessible. CONSULTANT shall maintain a comprehensive stakeholder database. SANBAG has established an initial stakeholder database during the development of the initial public outreach process. CONSULTANT shall review, update, and maintain the database as additional stakeholders are identified throughout the extent of the Redlands Passenger Rail Project.

CONSULTANT shall perform the following tasks:

- Maintain and update Redlands Passenger Rail Project stakeholder database

3.11 Safety Education

CONSULTANT shall coordinate Operation Lifesaver education programs within various communities along the new alignment to help neighbors of the new system understand risks with rail operations. Construction related safety programs shall also be included in this program. In addition, rider education on system use and system safety will also be required during the final year of construction leading up to and during initial revenue service.

CONSULTANT shall perform the following tasks:

- Coordination of the Operation Lifesaver educational workshops
- Development of support material for construction and operational safety
- Coordination of the rider training
- Development of collateral material for rider training

3.12 Service Branding

CONSULTANT shall execute a brand development exercise to establish and develop the brand for the ultimate service the Redlands Passenger Rail Project. This exercise should consider in depth analysis of the region, perception of service, intermodal connectivity, agency integration, and potential for growth. Appropriate research, positioning, definition, and artwork should play a significant role in this development. BRAND should include a logo, tag line, messaging, theme, and launch strategy.

CONSULTANT shall perform the following tasks:

- Conduct internal/external focus groups
- Develop associated artwork, tag line, and messaging
- Develop a style guide for logo/branding usage
- Develop/implement launch strategy



Service Branding Development Plan (April 2016 – December 2016)

WORK PLAN

PROJECT PURPOSE

To develop branding for the Redlands Passenger Rail Project (RPRP) to support the launch of the new service through strategic planning, research, and messaging that will result in the creation of a branded look and feel, style guide, and brand voice.

GOALS

1. Identify the program goals and objectives focusing on the service's unique differentiators to clearly articulate the brand experience in the context of each audience segment's needs, wants, and lifestyle preferences.
2. Translate research from outreach efforts to initial assumptions and targets for purposes of focus group research.
3. Define the brand voice, tone, visual identity, and brand promise to resonate among a broad set of community stakeholders and constituencies.

The branding and marketing team will develop a distinct brand for the new rail service through the creation of a logo, style guide, and the design of public relations and marketing materials—to reflect public outreach efforts and set the stage for revenue service.

BRAND STRATEGY

The brand's voice, tone, visual identity, and brand promise all combine to communicate the brand positioning to the stakeholders and the constituencies who will be served. An umbrella strategy will be developed to align the vision for the brand. The following services will be executed during this phase:

- **Define Program Goals and Objectives**
- **Review and Research Market Analysis**
- **Identify and Validate Segments (Current and Future)**
- **Develop Persons and Target Audiences**

Focus Groups

The team will conduct a series of four (4) "community" Focus Groups to gather insights into public transit and develop recommendations to meet RPRP's goals and objectives. Through research and execution, the team will effectively communicate a cohesive brand platform for communication across all identified groups within the new rail service areas. Stakeholders from the community will make up the Focus Groups and will consist of students, business persons, commuters, and others with community involvement for the purpose of understanding how they feel about the new service, how they see themselves using the new service, and ultimately what this new service means for the safety of their community. The feedback gained from the Focus Groups will be analyzed and reported back to SANBAG and Omnitrans for use in the established Working Group.

Working Group

A Working Group consisting of marketing, branding, and community engagement professionals from the region and local community (e.g., CSUSB, City of San Bernardino, City of Redlands, Mobility 21, University of Redlands, etc.) will be established to aide in the development of the brand, specifically the name, logos, and tagline that will be presented to the SANBAG and Omnitrans Board of Directors. The Working Group will meet approximately 3-4 times to analyze the feedback and information gathered from the community Focus Groups. The Working Group will have a minimum of two (2) in-person meetings for the Working Group. SANBAG and Omnitrans will identify the individuals who will make up the Working Group.

BRAND DEVELOPMENT

After the brand strategy development is complete, the team will develop a brand that clearly defines the brand platform: its goals, personality, and the emotions you want people to experience when they come into contact with the brand, and a clear conveyance of that identity through a positioning statement.

Creative Deliverables

From the approved brief, we will develop the graphic standards that will be applied across all materials, and will ultimately be reflected in the new Style Guide.

Items will include:

- Service Name
- Logo
- Tagline
- Visual Identity
- Messaging and Theming

Graphic Standards Guide (Style Guide)

The graphic identity and visual and messaging hierarchy will provide clear direction on standards, correct usage, violations, and mandatory inclusions.

Minute Action

AGENDA ITEM: 10

Date: May 12, 2016

Subject:

Unmet Transit Needs Public Hearings and Findings

Recommendation:

That the Transit Committee recommend the Board, acting in its capacity as the San Bernardino County Transportation Commission:

- A. Review the testimony from the September 2015 Unmet Transit Needs Public Hearings;
- B. Adopt Resolution No. 16-034 adopting Unmet Transit Needs Findings.

Background:

During September 2015, SANBAG, acting as the County Transportation Commission, held two public hearings for the Mountain/Desert Region in San Bernardino County in response to the Transportation Development Act (TDA) requirement to obtain testimony regarding unmet transit needs that can be reasonably met (Public Utilities Code Sections 99238.5 and 99401.5). The first meeting was held on September 21, 2015, in Hesperia, covering the upper desert region, and the second meeting was held on September 24, 2015, in Joshua Tree covering the lower desert region. The governing bodies of the Victor Valley Transit Authority (VVTA) and the Morongo Basin Transit Authority (MBTA) served as the hearing boards.

Attachment A provides a summary of the testimony received for the lower desert region and the recommendations by staff. Attachment B provides a summary of the testimony received for the upper desert region and the recommendations by staff. Attachment C is Resolution No. 16-034 that contains the formal findings from the public hearing process.

Lower Desert

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

- Under-served Areas/Communities Pioneer Town and Johnson Valley - MBTA is required to achieve a farebox recovery ratio of 10% which remains a persistent challenge. However, MBTA will be working with High Desert Medical and Reach-out 29 to collaborate on trips to these locations. These issues will be reviewed in MBTA's forthcoming Short Range Transit Plan (SRTP).
- Wonder Valley/Landers Bus Service – This will be addressed through a recommendation for lifeline service to outlying areas in the forthcoming MBTA SRTP.
- Bus Stop Improvements – Bus stop locations will be evaluated as part of MBTA's on-going bus stop improvement program. Specifically MBTA and SANBAG will work with the Department of Aging and Adult Services to identify MBTA's responsibility for

Entity: CTC

bus stop improvements versus that of the County. From there a plan will be made to move forward on improvements.

- Travel Reimbursement Escort Program (TREP) – Consumers were concerned that the TREP program would be discontinued. This program will be continued through a Caltrans grant administered by VTrans/Omnitrans for the next year, with MBTA looking to take over the program in Fiscal Year 2017/2018 for the lower desert region.

Upper Desert Region

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

- Bus Stop Improvements – VVTA, in cooperation with the cities in the service area, has completed or will complete the bus stop requests that were identified at these hearings. Additionally, those requests for stops that do not currently exist will be reviewed as part of the forthcoming Comprehensive Operational Analysis (COA).
- Route, Frequency, Increased Service, Reliability and other Service Changes/Requests – Route changes, including frequency, span of service, and commuter service, will be addressed during the COA that will be completed with the addition of the City of Barstow's service to VVTA.
- Service to Victor Valley College – Service increases to the College were identified in the 2013 COA; therefore, staff is recommending that VVTA look specifically at this service and include it as part of their COA process.
- Hesperia Main Street and Route 45 service deviation – Staff recommends VVTA staff inform riders of the deviations that are available on Route 46 to eliminate the potential danger of crossing major streets.
- Apple Valley Service – Staff recommends the SANBAG Board adopt a finding of an unmet need that can be reasonably met and direct VVTA to implement service to Apple Valley in the areas of Apple Valley Road, Corwin Road and Dale Evans Road.
- Phelan/Pinion Hills Service – VVTA currently provides service to both senior centers via Route 20. Staff recommends VVTA should enhance awareness through marketing. Additionally, through the COA process, staff recommends VVTA should review Route 20 to determine if an increase in service is feasible.
- Under-served Areas – Staff recommends the SANBAG Board adopt a finding of an unmet need that can be reasonably met and direct VVTA to implement service to Oak Hills through Route 24 as outlined in the 2013 COA. Staff recommends that all other requests be reviewed through the COA process.
- Direct Access Service – VVTA Transportation Reimbursement for Individuals Program (TRIP) is available as an alternative providing mileage reimbursement for volunteer drivers for clients who are unable to use fixed-route service.
- Special Shuttle to VVTA Board Meetings – Staff recommends that VVTA examine the feasibility of providing a special shuttle to VVTA Board Meetings, although VVTA needs to ensure they are in compliance with the Federal Transit Administration charter regulations. Additionally, Victor Valley Community Senior Service indicated they may

be able to assist with specialized transportation to VVTA Board meetings on a case-by-case basis.

- Service between Victorville and Palmdale – SANBAG staff will review this service through the update to the Long Range Transit Plan. This recommendation was explored several years ago and did not show sufficient demand to consider such service as feasible.
- BV Link/Barstow – VVTA does plan to recommend limited BV Link service on Saturday to its Board of Directors. This is currently in the VVTA Fiscal Year 2016/2017 budget for Board consideration. All other Barstow services will be reviewed and included in the 2017 COA. This year will be the first year that Barstow will be included in the COA.
- Appreciation of VVTA – Riders appreciated the staff and its operations.

As a result of this hearing process, staff recommends that the SANBAG Board adopt two findings of unmet needs that can reasonably be met and that the Board through Resolution No. 16-034 direct VVTA as follows:

1. VVTA is directed to implement service in Apple Valley in the areas of Apple Valley Road, Corwin Road and Dale Evans Road. In accordance with the TDA fare box exemption statute which allows for up to three years to test new services before applying minimum fare box standards, SANBAG recommends a two-year trial period to operate and market this new service.
2. VVTA is directed to implement service in Oak Hills as outlined in the 2013 *Comprehensive Operational Analysis* for new Route 24. In accordance with the TDA fare box exemption statute which allows for up to three years to test new services before applying minimum fare box standards, SANBAG recommends a two-year trial period to operate and market this new service

It is important to note that service for Apple Valley has been requested at the past five unmet needs hearings and for Oak Hills at the past three. These two specific routes were part of VVTA's 2013 COA and were slated to be implemented during Fiscal Year 2015/2016. Due to various issues such as the Yucca Loma Bridge construction, transfer point difficulty on Route 24, and uncertain financial issues they were not implemented at that time. The Yucca Loma Bridge project intersects only at one point on this new route. There will be minimal if any disruption to this new service, and there is a potential increase in ridership once the street is open to traffic. Additionally, service can still be provided despite the transfer point difficulty as staff works on improvements. Finally, VVTA has annually returned excess Local Transportation Funds not needed for transit services to the cities for local streets and roads purposes, with the amount returned generally increasing each year, which should ease financial concerns regarding implementation.

At this time VVTA has the ability to implement these services without a major impact to their budget. VVTA approved these findings at their April 18, 2016, Board of Directors meeting. Additionally MBTA approved these findings at their April 28, 2016 Board of Directors meeting.

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Financial Impact:

This item is consistent with the SANBAG Fiscal year 2015/2016 Budget.

Reviewed By:

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

Responsible Staff:

Nancy Strickert, Management Analyst III

Approved
Transit Committee
Date: May 12, 2016

Witnessed By:

ATTACHMENT A

Morongo Basin Desert Region
 Unmet Transit Needs Public Hearing for Fiscal Year 2015-2016
 Morongo Basin Transit Authority, September 24, 2015

Attachment: Attachment A Morongo TestimonyResponses_031416 Final (2720 : Unmet Transit Needs Public Hearings and Findings)

Morongo Basin Desert Region	
Testimony	Response
<ul style="list-style-type: none"> ▪ Uncertain about procedures for transferring from Ready Ride to MBTA fixed-route. ▪ Importance of comfort stations [bathrooms] at transfer centers. ▪ Expense for grandparents raising grandchildren in getting their children to school; costs \$14 per day [on school buses]. Can't something be done [on public transit] for these caregivers? ▪ Transportation to the Base – leaving at 5 a.m. to get to the base on time and is costing people too much money. Can MBTA do more? ▪ Expanded evening hours – can MBTA run later in the evening to help seniors get back home after they spend the evening out. <p style="text-align: right;"><i>Lib Koenig, Senior Advisory Committee/ Regional Council on Aging - Yucca Valley</i></p>	<ul style="list-style-type: none"> • Marketing - regarding continuing clarification of rider policies can be an element of the marketing recommendations that will be a part of the forthcoming MBTA <i>Short Range Transit Plan</i>. • Restrooms – MBTA policy to date has not incorporated restrooms into its facilities because of the cost and impracticality of maintaining and monitoring these. • Fares – regarding grandparent discount, continuing MBTA fare policy will be addressed in its forthcoming <i>Short Range Transit Plan</i>. Persons age 60 qualify for the Senior/Disability discount fare which is \$1.25 for most fixed-route bus fares and \$3 for a day pass. It will be more cost-effective for grandparents traveling regularly on MBTA to purchase a day pass or even a 31-day Go Pass for \$25 at the Senior/ Disability discounted rate. • Span of service, i.e. starting the day earlier to pick-up passengers earlier in the day as well as running services later in the day, is among the considerations of the forthcoming MBTA <i>Short Range Transit Plan</i>. Increasing the hours of service that MBTA operates must be carefully balanced with the increased ridership it may anticipate from more operating hours.
<p>Report of Needs from Older Adult Community</p> <p>Has surveyed the Dept. of Aging and Adult participants with whom she is in regular contact and brings back these needs:</p> <ul style="list-style-type: none"> ▪ Johnson Valley – has no public transportation and every resident, especially seniors, requests a once-a-week service between Yucca Valley and the Johnson Improvement Association. ▪ Pioneer Town – people have requested service between Yucca Valley and Pappy and Harriet’s Palace (restaurant) ▪ Landers/ Yucca Mesa – Residents of Yucca Mesa are requesting an additional short route to Yucca Valley, without having to go through the Landers loop. The current routing requires about a two-hour wait period. ▪ Wonder Valley – service is good on Monday and Friday but does not show on MBTA’s ride guide. People unfamiliar with the service will not be aware of it. ▪ Morongo Valley – <ul style="list-style-type: none"> ○ Need more bus stops along the highway. ○ It would be more convenient to local residents if there were more stops, particularly given the number of pharmacies and doctors in Yucca Valley. ○ A bus stop needed at: Road Runner Trailer Village Mobile Home Park. ○ More frequent service between Yucca Valley and 	<ul style="list-style-type: none"> • Marketing - continuing efforts to inform customers of what services are available remains important. General marketing recommendations are part of the forthcoming MBTA <i>Short Range Transit Plan</i>. • Lifeline Service - Recommendations regarding lifeline service to the outlying areas are another important component of addressed in forthcoming MBTA <i>Short Range Transit Plan</i>. <i>These comments should be revisited in the context of recommendations of MBTA’s Short Range Transit Plan as adopted by the MBTA Board during FY 2016-2017.</i> <p>Outlying area service recommendations will be further addressed in SANBAG’s <i>Public Transit-Human Services Coordinated Transportation Plan</i> development process which helps to establish funding priorities for Section 5310 funds that are allocated to San Bernardino County.</p> <p>Compliance with State Law - Meeting state productivity requirements (farebox recovery %) remains a persistent challenge in terms of being to implement requested services.</p>

Morongo Basin Desert Region	
Testimony	Response
<p>Morongo Valley is desired, particularly in the afternoon. There is only a bus at 4:40 p.m.; more frequent service, both earlier and later, is desired.</p> <ul style="list-style-type: none"> ▪ Yucca Valley – <ul style="list-style-type: none"> ○ Residents would like to see more frequent service, every half hour. ○ Bus stop needed at Airway Surgical Center, between 247 and Airway Avenue. The Imaging Center and Physicians Clinic are there with no bus stop in front of the building (south side of the highway). ▪ Joshua Tree – <ul style="list-style-type: none"> ○ Bus service to the Sportsman’s Club and to the Methodist Church, on the (north side of the highway). <i>Atia Baig, Area Representative, Senior Information & Assistance San Bernardino County Dept. of Aging and Adult Services</i> 	<p>See previous page.</p>
<p>Outlying Area of Twenty-nine Palms/ Wonder Valley</p> <p>Requests service near or closer to his home at 69860 Squaw Road, near Lear Avenue. It is about a four-mile walk to MBTA Twentynine Palms services.</p> <p>ReadyRide service comes only two days a week. When we take Ready Ride we have to go at 11:30. At least we’d like the Ready Ride to run about an hour later. <i>James Necessary, Twentynine Palms</i></p>	<p>Services to Wonder Valley and to Landers will be addressed through recommendations for Lifeline service to outlying areas in the forthcoming MBTA Short Range Transit Plan as adopted by MBTA’s Board of Directors.</p>
<p>Landers Bus Service on Saturdays</p> <p>Requests a Saturday bus service out to Landers. Even if only twice a day, that would be very helpful to those that are stranded on weekends and can’t otherwise travel. <i>Mike Proulx, Landers</i></p>	
<p>Enhance Yucca Valley Bus Stop Serving Two County Agencies</p> <p>The <i>San Bernardino County Dept. of Aging and Adult Services’</i> (DAAS) offices at 56357 Pima Trail, Yucca Valley shares facility space with the <i>San Bernardino County Transitional Assistance Department</i>. Both agencies serve clientele who are transit dependent due to low-income, age or disability. The bus stop at this location has neither a bench nor shelter although many consumers pass through here on a daily basis. Providing some basic amenities at this bus stop will be helpful to many individuals. <i>Atia Baig, Linda Conner San Bernardino County Dept. of Aging and Adult Services</i></p>	<p>The DAAS organization is encouraged to collect information to help quantify daily site visits, including pedestrian traffic at this location, in order to support potential grant requests in the next Article 3 Bus Stop Improvement cycle. As these grant requests are competitive, and the stop improvements required at this location are not insignificant in order to create a safe stop, further justification of need will be helpful to MBTA and SANBAG.</p>
<p>Reach Out Morongo Basin</p> <p>Our organization is interested in continuing to work towards viable collaborations to help supplement MBTA services even further in the areas that are being underserved, such as Johnson Valley, Wonder Valley. We provide transportation for</p>	<p>This offer of coordination is noted and appreciated – recognizing MBTA’s TAG program contribution to Reach Out Morongo and recognizing Reach Out’s contribution to the mobility of residents of the region.</p>

Attachment: Attachment A Morongo TestimonyResponses_031416 Final (2720 : Unmet Transit Needs Public Hearings and Findings)

Morongo Basin Desert Region	
Testimony	Response
<p>people to get into town from these areas, to do grocery shopping, run errands, go to the doctor's. We appreciate all that MBTA does for the community and think that joint efforts, continued possibility of coordination will enable us all to do more for the community.</p> <p style="text-align: right;"><i>Robin Schlosser, Executive Director, Reach Out Morongo</i></p>	<p>Recommendations of the forthcoming <i>MBTA Short Range Transit Plan</i> will offer some concrete direction for such coordination. This also should be noted within SANBAG's <i>Public Transit-Human Services Coordinated Transportation Plan</i> as an important resource.</p>
<p>VTrans Ridership Comments in Support of TREP</p> <p>Various consumers enrolled in the TREP mileage reimbursement program or whose family members are communicated about the importance of this program and their concern that it not be terminated.</p> <p style="text-align: right;"><i>Ginn Jefferson {Morongo Basin resident}</i> <i>Ellen Chambers, 29 Palms</i> <i>Michael Ward [Morongo Basin resident]</i> <i>Alison Caldow, El Mirage</i> <i>Joyce Brandon [Morongo Basin resident]</i> <i>Donna Perley [Morongo Basin resident]</i> <i>Jeffery Noxel, Sr. [Morongo Basin resident]</i></p> <p style="text-align: right;"><i>Submitted by Kiosha Nelson, VTrans Program Administrator</i></p>	<p>The TREP program has continuing funding from Caltrans through FY 16/17, operating at its current level. Beyond that, the program's future is a topic of and under active discussion in the forthcoming Short Range Transit Plan. TREP's mileage reimbursement capability is clearly an important part of promoting some mobility in the Morongo Basin generally and specifically for those in the outlying areas where public transit service is much more limited.</p> <p>SANBAG and MBTA will help to ensure that some level of mileage reimbursement programming continues for the Morongo Basin. However, it is important to note that current levels of support for the TREP program are contingent upon the availability of federal funding through the 5310 program.</p>

ATTACHMENT B

Victor Valley / Barstow Upper Desert Region
Unmet Transit Needs Public Hearing for Fiscal Year 2015-2016
Victor Valley Transit Authority Board Room - September 21, 2015

Victor Valley and Barstow - Upper Desert Region	
Testimony	Response
<p>Bus Stops Added, Including Bus Stop Amenities</p> <ul style="list-style-type: none"> ▪ Would like to see a Route # 53 bus stop and bus bench at Mall Boulevard, near Staples, Michaels, and Dollar Tree, closer to the stores ▪ Shelter and benches needed on Route #33 at Joshua and Aster. ▪ Benches needed on Route #33 at Victor and Verbena. ▪ Route #33 – there should be a stop by Victor and Daisy as it's a long way from Verbena, the next closest stop. Chris Mora, Victorville ▪ Route #54 and/or Route # 52 - requests a stop nearer 13853 Seneca Road, Amethyst and Seneca near the University Prep School. Son travels between here and 13351 Sage Drive – involves a long walk to either Route #54 and/or Route #52. Jay Yowell, Victorville ▪ Requests a bus stop on the south side of Jasmine at 1st Avenue. -Ken, via telephone ▪ Many of the stops could benefit from shelters and benches; some need trash cans. Patricia Giles, via telephone ▪ Bus stop at Aster/ Kemper was very muddy; no protection from the elements at all. ▪ Wonders why the stop at Stevens/ Kemper was removed as it was accessible and had shelter. The alternative stop at Aster is a very dangerous place for a bus to stop. Leann Smith, via telephone 	<p>VVTA should continue to work with the Cities to apply for Article 3 funding to improve these and other bus stops as funds allow and where boarding/ alighting levels meet minimum thresholds in order to prioritize bus stop enhancements.</p> <p>SANBAG recommends that for stop requests where no stops currently exist, these should be reviewed with VVTA's new 2016-2017 Comprehensive Operational Analysis to determine whether service is feasible, safe and cost-effective in terms of street and road alignments, in terms of projected ridership and in terms of the impact of proposed service on the VVTA farebox recovery ratio.</p>
<p>Service Reliability</p> <ul style="list-style-type: none"> ▪ Route 53 is almost never on time, going to the mall. ▪ It is difficult to make the connection from Route 53 to Route #44 because the #53 is usually always late. Chris Mora, Victorville ▪ Route #55 is always running late. Veryl Perkins, via telephone ▪ We need time to pick up wheelchair passengers and others passengers along the route Hours between 10:30 and 4:30 are our busiest hours. Susan Tracy, Driver 	<p>VVTA is currently conducting its 2016-2017 Comprehensive Operational Analysis. SANBAG urges VVTA to examine these routes to determine what, if any, changes may be made within the current service design to improve service reliability.</p>
<p>Increased Service – Operating Hours and Frequency</p> <ul style="list-style-type: none"> ▪ Would like to see two hours added in the evenings, running until 6 p.m. on Route #s 43, 53, 52, 41, and 31. Adding service to the half-hour frequency is desirable too. These routes finish about 4 p.m. [on half-hour frequencies]; especially for Route #31, people are coming out of work and have to wait another full hour to get the 	<p>VVTA has initiated Route 45X which operates nonstop between Costco and VVC. It operates Mon-Thurs with three a.m. and three p.m. trips. The experience of this service should be incorporated into the analysis underway for VVTA's 2016-2017 Comprehensive Operational Analysis to determine</p>

Victor Valley and Barstow - Upper Desert Region	
Testimony	Response
<p>bus.</p> <p style="text-align: right;">Terri Martini, Adelanto</p> <p>Increased Service – Operating Hours and Frequency, cont.</p> <ul style="list-style-type: none"> ▪ Request half-hour bus on Route #45; always has a lot of passengers and runs late as a result. <p style="text-align: right;">Linda, via telephone</p> <ul style="list-style-type: none"> ▪ Would like to see half-hour frequency on Route #54; drivers struggle to keep on time with their schedules and still end up being late. Sometimes they drive fast up 6th Street to help make up the time. <p style="text-align: right;">Jessica Cron, via email</p> <ul style="list-style-type: none"> ▪ We have riders that need Route # 15 and #22 frequently. <p style="text-align: right;">Susan Tracy, Driver</p>	<p>where and to what extent increased service frequencies can be accommodated.</p> <p>When Route #45 did operate on ½ hour service, the ridership was very low on the 30 minutes after because there were no timed connections. The last COA included recommendations for a new Route #55 which also operates to the college from Costco, thus doubling service with connections at college and Costco.</p>
<p>Service to Victor Valley College</p> <ul style="list-style-type: none"> • Would like to see half-hour buses between Victor Valley College and Costco so that son won't have to wait a whole hour if his class schedule causes him to miss the hourly bus. <p style="text-align: right;">Johnny Martin, via telephone</p> <ul style="list-style-type: none"> • Concerned that Route #55 buses leave before their schedule time at some marked stops. • Buses are always running late. • The drivers speed off from each stop to make up time, before a passenger can sit down; potential for injuries. <p style="text-align: right;">Veryl Perkins, via email</p>	<p>Though the 2016-2017 Comprehensive Operational Analysis, SANBAG urges VVTA to look specifically at the services to and from Victor Valley College to identify potential for further service expansion, as well as identify how on-time performance can be improved. As noted above, the 2013 COA included recommendations for a new Route #55 which also operates to the college from Costco, thus doubling service with connections at college and Costco</p>
<p>Hesperia Main Street and Route # 45 Service</p> <ul style="list-style-type: none"> ▪ Requests a stop/ new route on the North side of Main Street; there are currently no locations to catch the bus without crossing the street which can be very dangerous. Resident lives near Choiceana. <p style="text-align: right;">Gail Olsen, via telephone</p> <ul style="list-style-type: none"> ▪ Requests that you run Route #45 like Route #53. Start it at 10:30 at the College and pick up passengers that need to transfer at 7th Street. Have a 7th Street stop for college. <p style="text-align: right;">Susan Tracy, Driver</p>	<p>SANBAG recommends that VVTA staff inform riders that deviations are available on Route 46 in the neighborhood of Choiceana and Main Street. This will eliminate potential danger to crossing major streets. Routing suggestions for Route #45 should reviewed in the 2016-2017 Comprehensive Operational Analysis for feasibility and impact.</p>
<p>Apple Valley Service</p> <ul style="list-style-type: none"> ▪ Would like to see a bus that goes north and south on Apple Valley Road; scheduled service going past Yucca Loma. Then I wouldn't have to take the ADA bus. <p style="text-align: right;">Eleanor Fauver, Apple Valley</p> <ul style="list-style-type: none"> ▪ Wants deviated routes to serve his neighborhood near Waalew and Dale Evans. <p style="text-align: right;">Emmanuel Stone, via telephone</p> <ul style="list-style-type: none"> ▪ Requests a bus route in Apple Valley closer to Highway 18 and 23456 Ottawa Road. <p style="text-align: right;">Jean Barber, Apple Valley, via telephone</p>	<p>SANBAG recommends that this is a <i>finding of unmet need that can reasonably be met</i> and directs VVTA to implement service in Apple Valley in the areas of Apple Valley Road, Corwin Road and Dale Evens Road. In accordance with the TDA farebox exemption statute which allows for up to three years to test new services before applying minimum farebox standards, SANBAG recommends a minimum two-year period to operate and market this new service.</p>
<p>Phelan and Pinon Hills Service</p> <ul style="list-style-type: none"> ▪ No VVTA bus service to the Phelan senior center or to Pinon Hills. Would like to see discussions with both senior centers to see if maybe a smaller bus (cutaway) 	<p>VVTA currently provides service to both senior centers via Route 20. Perhaps more marketing is needed for this point deviated service to help riders understand what service is</p>

Victor Valley and Barstow - Upper Desert Region	
Testimony	Response
<p>could be used up there to take residents to the senior centers for meals and activities. E. J. Larkins, Victor Valley Council on Aging</p> <p>Phelan and Pinon Hills Service, continued</p> <ul style="list-style-type: none"> The Mall closes at 9 p.m. I would like to be able to “close” at work, at my job, and catch the bus home to Phelan. Instead I have to work shortened hours and I can never close. Even a 9:30 p.m. bus would be great. Sa Daab, via email Need transportation between Pinon Hills and the San Bernardino Valley, specifically Rialto. Uncertain how to get transportation, if there is any, to Pinon Hills from down below locations. Delores Gutierrez, via telephone 	<p>available and how to access it and the senior center can be enlisted to help educate consumers as to how to use VVTA services.</p> <p>VVTA is encouraged to review, within the new 2016-2017 Comprehensive Operational Analysis, the span of service for Route 20 to determine whether any increase is feasible. It should be noted that on weekdays, all VVTA’s service terminates at 9 p.m. The last full trip for routes is 8 PM.</p>
<p>Underserved Areas</p> <ul style="list-style-type: none"> Caller requests service to her area - 10479 Big Chief Street, Victorville 92392 Tyesha Moore, via telephone Ridgecrest/ Hudson, Victorville – would like to request service for a 288-unit housing project to be located in this area. Mary Brown, Lakeview Village Townhomes Project, via email Requests service to the Rancho Street area of Oak Hills. Laura Bronson, via telephone Requests a bus line going up and down Mojave, in Victorville. States it is very dangerous for youth and children in that area. Cornelius Grant, Victorville, via telephone Request a “new” stop at Fuente/ Muscatel or Fuente/ Sultana Erin Linton, via telephone 	<p>SANBAG recommends that this is a finding of unmet need that can reasonably be met and that VVTA be directed to implement service in Oak Hills as outlined in the 2013 Comprehensive Operational Analysis as <u>New Route 24</u>. In accordance with the TDA farebox exemption statute which allows for up to three years to test new services before applying minimum farebox standards, SANBAG recommends a minimum two-year period to operate and market this new service.</p>
<p>ACCESS ADA Services in Los Angeles</p> <ul style="list-style-type: none"> Very difficult to get a trip reservation on the Los Angeles system for my husband, an ADA rider, and myself as his caregiver. I have not been able to get them to call me back to let me know if I was approved. Would appreciate a way to coordinate a reservation here, through the VVTA system, to work it out so that it will work when I get into Los Angeles. Eleanor Fauver, Apple Valley 	<p>VVTA continues to try to coordinate regionally with its partners. With VVTA, SANBAG will try and identify a possible connection between LA Metro and VVTA. However, this is a regional task and while possibilities may be considered during SANBAG’s Coordinated Public Transit-Human Services Transportation Plan now underway, any implementation would likely require a feasibility study and the participation by multiple partners.</p>
<p>Direct Access Service to the County Areas</p> <ul style="list-style-type: none"> Would like to see Direct Access re-instated in the County areas – brother with disabilities needs to get to IBP in Apple Valley from Phelan Road/ Buttemere. He is not 	<p>VVTA is currently conducting its 2016-2017 Comprehensive Operational Analysis. SANBAG urges VVTA to examine the feasibility of providing service to Helendale.</p>

Victor Valley and Barstow - Upper Desert Region	
Testimony	Response
<p>capable of riding Route #21 to the Super Target and transferring by himself.</p> <p>Gail Sisson, via telephone</p>	<p>The VVTA TRIP program is also an alternative, providing mileage reimbursement for volunteer drivers. Additionally, as VVTA's CTSA partners with nonprofits additional alternatives, such as the Victor Valley Community Services, will offer further transportation choices.</p>
<p>Special Shuttle to the VVTA Board Meetings</p> <ul style="list-style-type: none"> Would like to see a small shuttle bus once a month on every third Monday of the month to encourage passengers to come to the meetings. A discounted fare for this shuttle, perhaps round-trip for \$1.25 or \$1.50 would be nice. <p>Terri Martini, Adelanto</p>	<p>SANBAG urges VVTA to examine the feasibility of providing special shuttle to VVTA Board Meetings although attention to and compliance with Federal Transit Administration charter regulations will be important. Riders may need to be directed to use existing VVTA options to travel to Board Meetings.</p> <p>Also, Victor Valley Community Senior Services, which is a new transportation provider in the greater Victor Valley has indicated that it may be able to assist with specialized transportation to VVTA Board meetings, on a case-by-case basis.</p>
<p>Bus Service Between Victorville and Palmdale</p> <p>Requests bus service between Victorville and Palmdale.</p> <p>Ann, via telephone Joseph Dunn, via telephone</p>	<p>SANBAG and VVTA continue to work at coordinating with regional partners. SANBAG will review this service through the update to the Long Range Transit Plan, although coordination with Antelope Valley Transit Authority explored several years ago did not show sufficient demand to consider such service as feasible.</p>
<p>B-V Link Route</p> <ul style="list-style-type: none"> Requesting a trial service on Route #15 from Barstow to San Bernardino on Saturdays, even a half-day, to assist people getting to shopping or visiting families. Terri Martini, Adelanto Requesting a later route [on weekdays] to meet the Metrolink train arriving 7:20 p.m. at the San Bernardino Station. Rochelle Fleming, via email Requests weekend service for Rt. 15. Loretta Valencia, via telephone Patricia Giles, via telephone Requests that Route 15 stop in Oak Hills. Laura Bronson, via telephone Requests improved service between Barstow and Victorville, now possible perhaps because of the merger of the VVTA and BAT systems. Joseph Dunn, via email 	<p>VVTA's 2016-2017 Comprehensive Operational Analysis is the first to include transit for Barstow. SANBAG urges VVTA to provide a thorough examination of all service to Barstow for potential improvements to service, on-time performance and other items and to make recommendations as to what service enhancements are feasible, safe and cost-effective in terms of street and road alignments, in terms of projected ridership and in terms of the impact of proposed service on the VVTA farebox recovery ratio.</p> <p>VVTA does plan to recommend limited BV Link service on Saturdays to its Board of Directors. This is currently in the FY 16-17 budget for Board consideration.</p>
<p>Barstow Lenwood/ Walmart Distribution Center</p> <ul style="list-style-type: none"> When the Wal-Mart distribution center opens, Barstow residents will need bus service to this place for employment John Winter, via telephone 	
<p>Service to Helendale</p> <ul style="list-style-type: none"> Need to have a regular transit route between Barstow and Helendale. John Winter, via telephone Would like to see hourly service on Route #22. 	<p>VVTA is currently conducting its 2016-2017 Comprehensive Operational Analysis. SANBAG urges VVTA to examine the feasibility of providing service to Helendale.</p>

Victor Valley and Barstow - Upper Desert Region	
Testimony	Response
<p>Sometimes the Route #22 driver does not go around the lake as intended.</p> <p>Patricia Giles, via telephone</p>	
<p>Appreciation</p> <p>I want to thank the Board of Directors and all of the VVTA drivers for the VVTA service-without this service I wouldn't be able to go anywhere but in and out my back yard. Getting to Sunday church services is particularly appreciated.</p> <p>Eleanor Fauver, Apple Valley</p>	<p>Thank you. Compliments are always good to receive.</p>

RESOLUTION NO. 16-034

**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION
COMMISSION ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON
HEARINGS HELD IN SEPTEMBER 2015**

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

WHEREAS, SANBAG adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of July 6, 2015; and

WHEREAS, SANBAG conducted two public hearings in September, 2015, to obtain testimony regarding unmet transit needs in the Mountain/Desert area of San Bernardino County; and

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

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

1. There are two (2) unmet transit needs that can be reasonably met within the Victor Valley Region of San Bernardino County provided that:

Victor Valley Transit Authority (VVTA) is directed to implement service in Apple Valley in the areas of Apple Valley Road, Corwin Road and Dale Evens Road. In accordance with the TDA fare box exemption statute which allows for up to three years to test new services before applying minimum fare box standards, SANBAG recommends a two-year trial period to operate and market this new service.

Victor Valley Transit Authority (VVTA) is also directed to implement service in Oak Hills as outlined in the 2013 *Comprehensive Operational Analysis* for new Route 24. In accordance with the TDA fare box exemption statute which allows for up to three years to test new services before applying minimum fare box standards, SANBAG recommends a two-year trial period to operate and market this new service

- 2. There are no unmet transit needs that can be reasonably met within the Morongo Basin, Lower Desert Region of San Bernardino County provided that Morongo Basin Transit Authority (MBTA):

Refer to MBTA’s upcoming Short Range Transit needs’ testimony received in this year’s cycle for consideration in the context of analysis of the overall MBTA system.

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

 Ryan McEachron, Commission Chairperson

Attest:

 Clerk of the Commission

Attachment: Attachment C RES16034 [Revision 2] (2720 : Unmet Transit Needs Public Hearings and Findings)

TRANSIT POLICY COMMITTEE ATTENDANCE RECORD – 2016

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Paul Eaton City of Montclair	X	X	X	X								
James Ramos County of San Bernardino	X	X	X									
Jon Harrison City of Redlands	X	X	X	X								
Bill Jahn City of Big Bear Lake	X	X	X	X								
Robert Lovingood County of San Bernardino	X	X	X									
Larry McCallon City of Highland	X			X								
L. Dennis Michael City of Rancho Cucamonga		X	X	X								
Ray Musser City of Upland	X	X	X	X								
Richard Riddell City of Yucaipa	X	X	X	X								
Alan Wapner City of Ontario	X	X	X	X								
Deborah Robertson City of Rialto		X										

X = Member attended meeting.

* = Alternate member attended meeting

Empty box = Member did not attend meeting.

Crossed out box = Not a member at the time.

CRTC-ATT16

Communication: Attendance (Additional Information)

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.

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

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

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

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

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