



Item #: E6

DATE: November 6, 2024
TO: Board Chair Frank J. Navarro and Members of the Omnitrans Board of Directors
THROUGH: Erin Rogers, CEO/General Manager
FROM: Jeremiah P. Bryant, Chief Strategy & Planning Officer
SUBJECT: **West Valley Connector Project Update**

Form Motion

Receive and file the project update for the West Valley Connector project.

Strategic Plan Alignment

This item aligns with Goal 2 – Customer Experience – *Provide an overall customer experience that reflects reliable, responsive, and exceptional service and promotes ridership growth.*

Initiative a) Maximize frequent, high-quality service to meet the needs and expectations of current and future customers

Background

This item was reviewed by the Plans & Programs Committee at its October 16, 2024 meeting and forwarded to the Board of Directors to receive and file.

The San Bernardino County Transportation Authority (SBCTA) in close coordination with Omnitrans continues to lead the development of the West Valley Connector (WVC) project, which Omnitrans will operate as the sbX Purple Line, the second sbX bus rapid transit (BRT) line in Omnitrans' system. The Purple Line will have a dedicated bus lane segment in the City of Ontario along with center-running median stations. All stations will have custom station amenities, level boarding, digital information kiosks, security systems, 10-15-minute frequency, and transit signal priority.

SBCTA's mainline construction contractor Griffith Company is working on a segment of Holt Boulevard in Ontario as well as at Pomona Transit Center, including site clearing, traffic signal improvements, utility work, and concrete flatwork. In Pomona and Montclair, construction has begun for the boarding areas for side-running stations. Since the last report, the substantial completion schedule for the project has been delayed by approximately 9 months from March 2026 to December 2026. The delay is caused by a

longer than expected procurement process, contractor's induced delays as well as 3rd party delays in the field. Several utility relocations and coordination projects with SCE have taken longer than expected. SBCTA and Griffith have been working on a recovery schedule to minimize these delays and shift different construction components to try and bring the schedule back to an earlier completion date.

Omnitrans has closed or relocated most bus stops between Vineyard and Campus with a detour between Allyn and Campus as well as relocating stops where side-running station construction is happening. Omnitrans' Marketing and Communications Department in collaboration with Stops and Stations has been notifying passengers through social media channels and temporary bus stop closed signs with the location of the relocated stop.

On September 26, 2024, Omnitrans staff also attended the second Quarterly Recipient Meeting for the project in-person at SBCTA's office with the FTA Region 9 staff, FTA headquarters staff from Washington D.C., and the Project Management Oversight Consulting team.

At the end of October, Omnitrans' remaining sbX buses (16) will enter the production line with an expected delivery day in March 2025. Omnitrans has also kicked off work with Metro Builders, the contractor who will be constructing the electrical charging canopy at the West Valley Maintenance Facility. They have ordered items with a long lead time for the charging canopy to have them in place before construction begins. Omnitrans is continuing to work on utility coordination at the West Valley Facility. Construction is expected to be completed by April 2026.

Conclusion

Receive and file the project update for the West Valley Connector project.

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Attachments

A. PowerPoint Presentation