

SAN BERNARDINO

REDLANDS



REDLANDS Passenger Rail Project



The REDLANDS PASSENGER RAIL PROJECT is a progressive regional transportation project designed to connect **RESIDENTS**, **BUSINESSES** and **VISITORS** to a variety of **LEISURE**, **EDUCATION**, **HEALTHCARE** and other destinations. This nine-mile rail project provides new transportation choices through the implementation of a new rail service that integrates conveniently with other modes such as AUTO, BUS and BICYCLE.

THE PASSENGER RAIL SERVICE WILL
ALLOW PEOPLE TO CONVENIENTLY CONNECT WITH
TRANSPORTATION CHOICES AND DESTINATIONS

THE PURPOSE OF THE
PASSENGER RAIL
SERVICE
IS TO SUPPORT
THE REGION'S
POPULATION AND
EMPLOYMENT
GROWTH



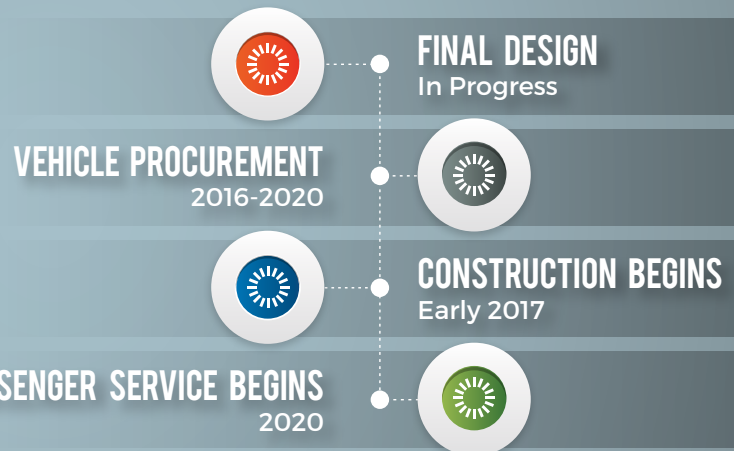
Funds for the Redlands Passenger Rail Project (\$250 M) will come from a combination of Federal, State, and Local funds; including Measure I, the countywide half-cent sales tax for transportation improvements.

TRAIN SIZE

Diesel Multiple Units are approximately one-third the size of a traditional METROLINK train.



TIMELINE



Visit www.RedlandsRailProject.org for updates and to sign-up for future project announcements.

Project Hotline Number:
909.991.2312
info@RedlandsRailProject.org

FREQUENTLY ASKED QUESTIONS

01 WHY IS SANBAG BUILDING A PASSENGER RAIL SERVICE?

A passenger rail service is being developed to address a regional transportation need. The new passenger rail service will create a safe, reliable, and cost-effective travel alternative for the communities along and beyond the corridor including San Bernardino, Loma Linda, Redlands, and surrounding areas. As our communities experience growth it is important that SANBAG look to provide residents, commuters, and visitors with mobility options.

02 WHERE WILL THE PASSENGER RAIL SERVICE BEGIN AND END?

The nine-mile passenger rail service will run between the San Bernardino Transit Center located at Rialto Avenue and E Street in Downtown San Bernardino adjacent to San Manuel Stadium and will terminate at the University of Redlands.

03 WHERE WILL THE STATIONS BE LOCATED?

The project has identified five station locations.

- **San Bernardino Transit Center** located at 599 W. Rialto Avenue in Downtown San Bernardino
- **Waterman Avenue Station**, south of Orange Show Road, adjacent to Inland Regional Center in San Bernardino
- **New York Street Station**, north of the intersection of Redlands Boulevard and New York Street across from the Esri campus in Redlands
- **Downtown Redlands Station**, north of the historic Redlands Santa Fe Depot, between Eureka and Orange Streets
- **University Station** at the University of Redlands at the south end of campus near North University Street

04 HOW OFTEN WILL THE TRAINS RUN AND WHAT ARE THE PROPOSED HOURS OF OPERATION?

During morning and afternoon peak commute hours, trains will operate every 30 minutes. During non-commute or off-peak hours, trains will operate every 60 minutes. Weekday and weekend service is planned to start at 5 a.m. and run until 10 p.m.

In addition to standard passenger rail service, the Metrolink Express train will be extended to serve the Downtown Redlands Station with limited stop service to and from Los Angeles during the peak commute hours.

05 WHAT TYPES OF TRAINS WILL BE USED FOR THE NEW SERVICE?

Due to the station configuration and proximity, the number of estimated passengers, and in response to comments received during the environmental process, Diesel Multiple Units (DMUs) have been identified as the preferred vehicle to provide primary service for the project. A Metrolink locomotive hauled coach train will also provide round trip express service to Los Angeles.

The DMUs being used for primary service throughout the day between San Bernardino and Redlands are powered by an on-board low-emission, Clean Diesel engine. DMUs are smaller, quieter, more efficient, and cheaper to operate than standard locomotive haul coaches, similar to Metrolink.

06 HOW MUCH WILL THE PROJECT COST?

Cost estimates will continue to be refined through the project design phase. The project cost is estimated at \$250M. These costs include all elements to implement the project including design, environmental permitting, construction, vehicles, and necessary property acquisitions. The estimated annual operation and maintenance cost for this service once construction is complete is \$8M to \$10M.

07 WILL THE TRAINS BLOW THEIR WHISTLES AT GRADE CROSSINGS?

SANBAG has entered into agreements with both the Cities of San Bernardino and Redlands to ensure that the entire corridor is designated a Quiet Zone. A Quiet Zone constitutes an at-grade or several consecutive at-grade crossings where safety enhancements have been made to the crossings allowing the trains to no longer routinely sound their horns as they pass through the crossings. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules.

08 WILL THE PASSENGER RAIL SERVICE ACCOMMODATE PEOPLE WITH DISABILITIES?

All stations along the passenger rail line will be Americans with Disabilities Act (ADA) compliant. The station design and proposed vehicle for the project offers a level-boarding option which will provide direct access for individuals in wheelchairs and those with difficulty stepping up or down into a rail car.