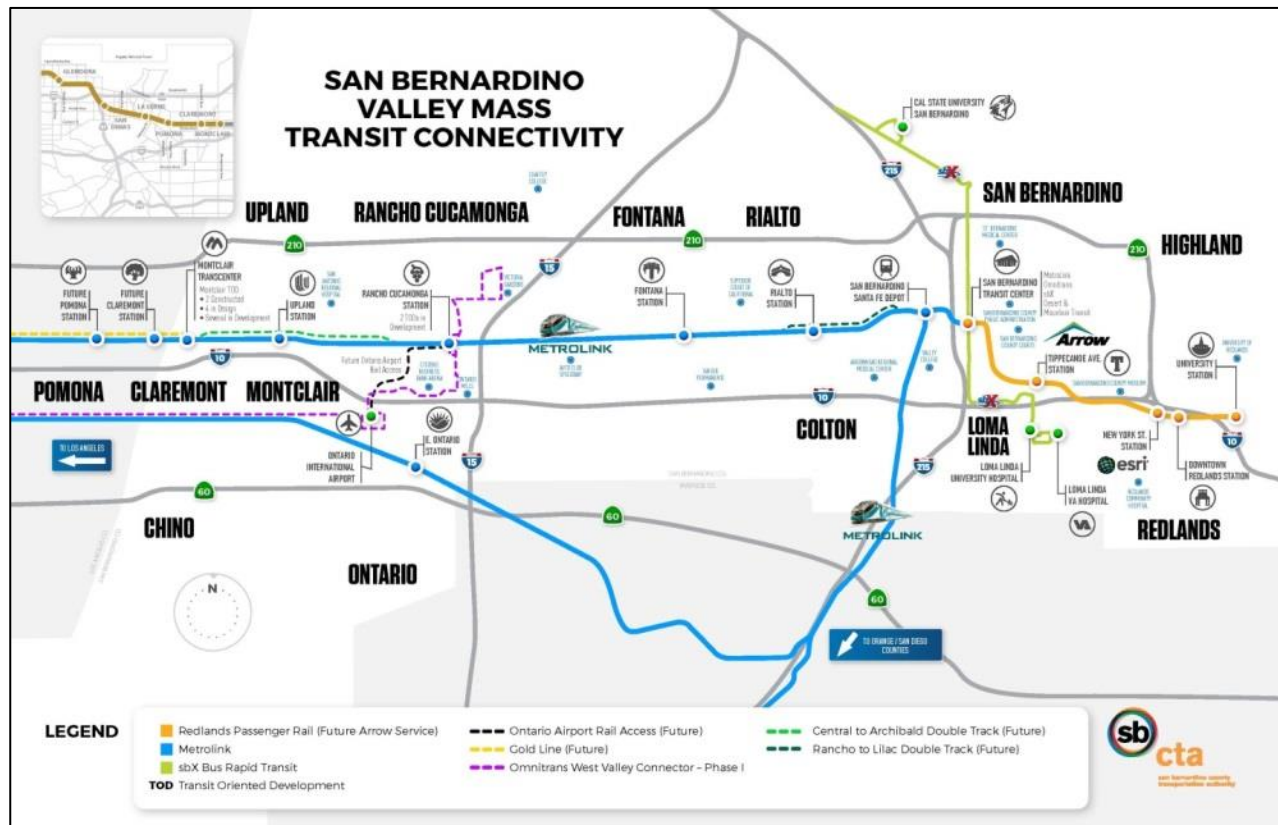


The Transit Vision for the San Bernardino Valley

Although San Bernardino County is generally considered a suburban county within Southern California, the San Bernardino Valley, which lies immediately east of Los Angeles County, is steadily densifying. And although the unfamiliar observer may see warehouses and logistics facilities dominating some of the landscape, significant transit corridors are also emerging. The development of these corridors began with the initiation of regional Metrolink service in 1991. The San Bernardino Line, extending from downtown San Bernardino to downtown Los Angeles, is the most heavily used line on the Metrolink system, with approximately 11,000 boardings per day. There are seven stations on this line in the San Bernardino Valley which will be expanded to eleven stations with completion of the Redlands Passenger Rail Project. There is also one station on the Riverside Line near Ontario International Airport and several others in the surrounding counties.

The theme of SBCTA’s program for growing the transit system is “network connectivity,” both internally within San Bernardino County together with connections to the regional transit system. SBCTA and its local and transit agency partners have set a course to build a robust rail and bus transit network, with first/last mile linkages, that connect some of the primary centers of activity within our county and beyond. This direction was reinforced when the voters of San Bernardino County approved, in 2004, the extension of our Measure I half-cent sales tax to 2040, with over 80 percent of the voters saying “yes” to



the Measure. This included a commitment of 8 percent of the Valley revenue going to building and operating new passenger rail service and between 2 and 10 percent of the revenue committed to BRT and express bus investments. This local funding, together with state and federal funding, is enabling

“the network” to be built, over time, allowing communities along these lines to invest in supportive transit-friendly land development and active transportation facilities.

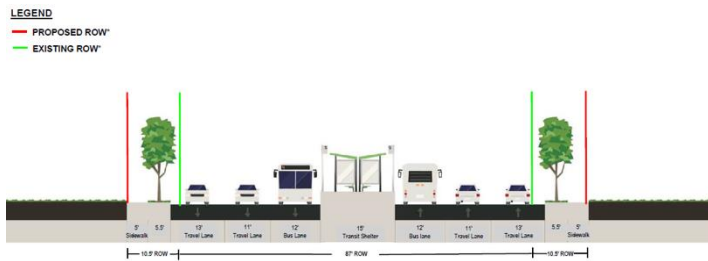
Paralleling I-10, the WVC Project is one of the cornerstones to the expansion of the network in the West Valley. Integrated into the overall bus and passenger rail network, riders will be able to connect to the Metrolink San Bernardino Line at Rancho Cucamonga and Riverside Line at Pomona. The San Bernardino Line runs 38 passenger trains per day, and the Riverside Line runs 12 trains per day, mixed with freight.

The WVC Phase 1 Project itself provides connections to destinations such as Ontario International Airport, Ontario Convention Center, civic centers (Ontario, Montclair, and Pomona), Ontario Mills, educational centers, employment hubs, and healthcare services. The WVC will become part of the growing network of premium transit services in the



Valley, in the most highly congested corridor in San Bernardino County. See a rendering of a side-running WVC station on Holt Boulevard above. A cross-section showing a center-running station in the dedicated lane portion is provided in the graphic below.

As an example of growing the network, the WVC Project comes on the heels of San Bernardino County’s first line in its sbX BRT system, the E Street BRT. Having initiated revenue service by Omnitrans in 2014, the E Street BRT is a 16-mile route with 16 stations connecting California State University – San Bernardino with downtown San Bernardino and with the Loma Linda University and its renowned



*ROW LIMITS VARY. CROSS-SECTION IS SPECIFIC FOR THE DEDICATED LANES SEGMENT ALONG HOLT BOULEVARD. TRAVEL LANE WIDTH VARIES IN OTHER SEGMENTS OF THE PROJECT CORRIDOR.

Medical Center. The Veterans Administration Hospital is at the southern terminus of this line. Coupled with these premium transit services are existing express bus routes along the I-10 freeway, down the I-215 freeway to Riverside, and up the I-15 freeway to the Victor Valley and Barstow.

The Redlands Passenger Rail Project (branded Arrow) is also one of the key elements to expanding the network in the San Bernardino Valley, being developed on a timeline roughly parallel to the WVC Project. With the development of this passenger rail line from downtown San Bernardino to several Redlands destinations, riders on Arrow will be able to connect to the existing Metrolink network, providing an opportunity for a one-seat ride from Redlands all the way to Los Angeles with a Metrolink run-through train in the peak period.

These are extraordinary investments by a county traditionally thought to be “suburban.” But by making these investments early, and letting communities build around them, we expect these investments to pay long-term dividends to our residents, business community, and visitors, not only in terms of mobility and access, but in terms of air quality and environmental sustainability.



“The network” we are building is not an isolated one, but one that is connected to the greater regional network and our sister counties of Los Angeles and Riverside (as shown in this graphic). In so doing, these investments will benefit the region, not just San Bernardino County. This strategy is also directly supporting the goals of the State of California embedded in the California Transportation Plan, the AB 32 Scoping Plan, and the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Southern California. Investment of SB 1 SCCP funds will be an important component of the overall funding strategy to allow the WVC Project to move forward. The WVC Project is being managed by a delivery team experienced in developing and constructing premium transit systems, and pending funding we are on schedule for a construction start in late 2021 and revenue service by late 2023.