



San Bernardino County
Transportation Authority

REDLANDS PASSENGER RAIL PROJECT (ARROW)

Overview

The Redlands Passenger Rail Project is an innovative nine-mile regional rail project that provides additional transportation choices through the introduction of a new rail service, known as the Arrow, which integrates conveniently with other modes of transportation such as auto, bus and bicycle.

The Arrow will connect San Bernardino and Redlands and will offer residents, businesses and visitors a new commuting option to travel to a variety of leisure, education, healthcare and other destinations.

Diesel Multiple Units (DMUs) have been identified as the preferred vehicle to provide primary service for the project. The DMUs are powered by an on-board low-emission, Clean Diesel engine which are smaller, quieter, more efficient, and cheaper to operate than standard locomotive haul coaches, similar to Metrolink. DMUs work interoperably on the same track as Metrolink and freight train services which allows for all three train services to use the same track in the existing corridor.

In addition to local commuter service, a Metrolink locomotive hauled coach train will also provide round trip express service from Redlands-to-Los Angeles each morning with return trip from Los Angeles-to-Redlands each evening.



Funding

FEDERAL	\$86.0 Million
STATE	\$164.6 Million
LOCAL	\$109.1 Million
(Includes Measure I)	
TOTAL	\$359.7 Million

Project Benefits

- Connects people to transportation choices and destinations
- Supports the region's population and employment growth
- Offers level-boarding with station and DMU vehicle



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Jan 2021

Plan. Build. Move.

Schedule

- EARLY 2015**
Environmental Clearance
- LATE 2016**
Vehicle Procurement
- EARLY 2016**
Final Design
- EARLY 2018**
Utility Relocation
- MID 2019**
Mainline Construction
- EARLY 2022**
Start Operations

Frequently Asked Questions

WHY IS SAN BERNARDINO COUNTY TRANSIT AUTHORITY (SBCTA) BUILDING A PASSENGER RAIL SERVICE?

The Arrow is being built to address the region's population and employment growth and to connect people to transportation choices and destinations. The Arrow will provide a safe, reliable, and cost-effective travel alternative for local and regional communities including San Bernardino, Loma Linda, and Redlands.

WHERE WILL THE PASSENGER RAIL SERVICE BEGIN AND END?

The Arrow 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..

WHERE WILL THE STATIONS BE LOCATED?

The Arrow will have five stations:

- San Bernardino Transit Center located at 599 W. Rialto Avenue in Downtown San Bernardino
- Tippecanoe Avenue Station, between Victoria Avenue and Hardt Street
- Esri 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

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.

We Plan.

Previous rail service in Redlands included the Pacific Electric "Red Car" trolley system and the AT&SF Railway. The Pacific Electric San Bernardino line served Redlands from Los Angeles by way of its Eastern District, which opened in 1905 and was abandoned in 1937.

San Bernardino County Transportation Authority (SBCTA) envisioned a new passenger rail service that could re-connect San Bernardino and Redlands once again but would also have the ability to connect commuters to Los Angeles.

In January 2015, the project received environmental clearance. In 2016 the service was officially dubbed Arrow and three Diesel Multiple Unit (DMU) vehicles were ordered from the manufacturer with expected delivery of the first vehicle to be Spring 2021.

We Build.

Construction began in 2018 with early utility relocation, which moved sewer and water lines into alignment for the anticipated mainline construction efforts.

On July 19, 2019, a groundbreaking ceremony occurred and mainline construction began. The two-year project includes replacing all track on the 9-mile line, rebuilding five bridges, and installing 24 grade crossings.

While designed as mostly a single track line, two miles of double track will be constructed in the middle of the route between Tippecanoe Station and Esri Station to allow trains to pass each other.

You Move.

Arrow is scheduled to begin service in early 2022 and 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. Arrow will connect residents, businesses, and visitors to a variety of leisure, education, healthcare, and other destinations.

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