Redlands Corridor, CA
Project Goals

- improve transit travel time
- enhance transit options
- use the transit corridor to focus development away from sensitive environmental areas
- help cities use TOD to coordinate land use and transportation goals
- meet regional and state goals to reduce greenhouse gases, encourage compact development
  - AB 32 and SB 375
Conceptual Alternatives

• Build alternatives considered:
  – Bus Rapid Transit
  – Diesel Multiple Unit
  – Light Rail
  – Metrolink (commuter rail) extension

• Information developed for each alternative:
  – Capital and O&M costs
  – Ridership
  – Cost/benefit analysis
Updated land use plans to meet transit supportive targets
SANBAG Redlands Passenger Rail Strategic Plan

- Two phases of development plus future expansion
- Phase I
  - commuter rail equipment (30 minute peak headways)
  - replace track, 4 bridges
  - replace/upgrade 25 grade crossings
  - add passing siding
  - layover facility
  - construct 4 stations
  - capital cost - $150 Million
SANBAG Redlands Passenger Rail Strategic Plan

• Phase II
  – change mode to LRT or DMU
  – double-track system
  – reconfigure maintenance facility
  – add 5 stations
  – capital cost = $150 million
  – enter Small Starts program
Lessons Learned

• There are no simple transit projects.
  – There are always multiple stakeholders – some, for; some, against.
  – Those that are “for” are not always for the same thing.
  – The best technical answer is not always THE answer.
  – The best project is the one you can build:
    • Champion
    • Political Will
    • Funding