

B. FACT SHEET – METROLINK SAN BERNARDINO LINE, CP LILAC TO SYCAMORE CAPACITY IMPROVEMENTS

Project Scope

This project will complete construction of a 0.7-mile segment of double track on Metrolink's San Bernardino Line (SBL) from Control Point Lilac to just west of Sycamore Avenue in Rialto. The project segment straddles Rialto Station on the SBL and has been identified as a critical early project for Metrolink's Southern California Optimized Rail Expansion (SCORE) Program. In addition to the double track, the project includes: a pedestrian underpass and second platform at Rialto Station on the south side of the tracks, station area upgrades to meet current ADA standards, intertrack fencing, and vehicular and ADA compliant safety improvements at four street crossings, thereby making the segment quiet-zone ready. As shown in **Figure 1**, it also adds station and gate coordination technology to reduce gate down time for vehicles at adjacent roadways, one of which is a significant truck corridor.

Background: This project is a collaborative effort of SBCTA and the Southern California Regional Rail Authority (SCRRA). It represents one element in a suite of strategies that advance the development of SCRRA's SCORE Program into the next phase (Phase 2). SCORE is a regionally supported program of rail projects on the 500+ mile Metrolink system that will transform rail service and travel within this region and improve passenger rail connectivity to other parts of the state. It is built on a regular, pulsed schedule with balanced spoke-and-hub and suburb-to-suburb service patterns.

The project is proposed as the most critical 0.7 miles of a double track improvement out of a three-mile double track project from CP Lilac at Metrolink Milepost (MP) 52.4 to CP Rancho at MP 55.3. The project expands the window of 30-minute bi-directional service and allows for improved express service, which would shave off 20 minutes of travel time for those commuting between San Bernardino and Los Angeles.



Figure 1 (above) – Proposed Double Track, New South-Side Platform, and Pedestrian Underpass at Rialto Station

The project will:

- Increase Metrolink's operational flexibility, reliability, and ability to recover from incidents.
- Provide time savings that translate into increased ridership together with reductions in auto travel, emissions, and greenhouse gases (GHGs).
- Reduce congestion on parallel highways, particularly Interstate 10, two miles to the south.
- Provide for access and safety enhancements for cyclists and pedestrians in the station area.

Nominating Agencies:

- California Department of Transportation
- San Bernardino County Transportation Authority

Project Cost:

- PA&ED - \$2,528,000
- PS&E - \$9,106,000
- Right-of-Way – \$259,000
- Construction – \$40,562,000
- Total - \$52,455,000

Project Schedule:

- End Environmental – 10/3/2018 (CEQA)
- End Design/Ready-to-List – 09/30/2024
- End ROW Phase – 12/31/2024
- End Construction – 03/31/2027

Project Benefits: Outputs

Project elements include the following:

- Construction of a second track from Control Point Lilac (MP 52.4) to just west of Sycamore Avenue (MP 53.07)
- Safety enhancements at four at-grade crossings: Lilac, Willow, Riverside, and Sycamore Avenues, to make the crossings quiet zone-ready
- Significant accessibility and safety improvements at the Rialto Metrolink Station. This includes a second platform on the south side of the tracks along with a pedestrian underpass at the west end. Addition of station and gate coordination technology to reduce gate down time, thus decreasing the idling time for roadway vehicles, particularly on Riverside Avenue, a significant truck corridor,
- All grade crossings within the project limits will be brought up to the SCRRRA's current grade crossing safety standards.

Project Benefits: Outcomes

1. Community engagement in the context of Metrolink as a Regional System:

This project has many community benefits, as described above: increased bicycle/pedestrian safety and accessibility, preparations for a future quiet zone, and reduction of delays on the adjacent arterial streets due to reduced gate down time. There are virtually no negative community impacts, with the possible exception of the inconveniences that come with construction. There is also an important regional aspect of this project. For Metrolink to be effective, this 500+ mile network has to work as a regional system and all the member counties have a stake in its success. At the regional level, the notion of increasing train frequencies throughout the Southern California region has been the subject of much public and stakeholder outreach associated with the Metrolink Strategic Plan (2015), Strategic Business Plan (2021) and the LOSSAN Business Plan. The Lilac to Sycamore segment is an enhancement to regional service reliability while achieving 30-minute frequency on the Metrolink SBL and supporting express service. SCORE Phase 2 addresses CARB-defined "Common Public Needs" by cleaning the air, opening new transit opportunities, and linking people to their destinations together with local first/last mile initiatives. The environmental process for the 3-mile

Lilac to Rancho segment brought in the local community voice that strongly supports improvements in and around Rialto Station, as explained in the application.

2. Key benefits and metrics:

- Benefit/cost ratio of 6.8 over the 20-year analysis period. Congestion relief on Interstate 10, the parallel freeway, is the largest component of the total benefit, as several hundred auto drivers per day are projected to shift over to Metrolink with the improvement on the SBL.
- The person hours saved per year total 13.4 million, with 1.08 million of those being travel time savings for transit passengers, stemming from a 2-minute improvement in train travel time on the SBL, plus the reliability benefit.
- Freight benefits represent 20% of the total benefit
- The Build scenario reduces GHGs by 2966 tons per year.

3. Equity:

- Rialto, which is the center point for this improvement, is a very diverse community, with 73% of the population being Hispanic and 12% being non-Hispanic Black, per the SCAG 2019 Local Profile. The median household income in 2018 was approximately \$55,000, compared to the SCAG regional average of \$65,000.
- All the census tracts surrounding the station are among the 25% highest scoring census tracts on CalEnviroScreen 4.0 for Disadvantaged Communities.
- An estimated 4% of trips by Rialto residents are made by transit, twice as high as for the countywide average. Thus, transit accessibility and convenience to and from Rialto is more important than average, and the proposed project is a major upgrade to transit accessibility.
- As an example of progress on equity, on September 1, 2022, SCRRRA introduced its new **low-income fare discount program** offering riders a **50% discount** on any Metrolink ticket or pass available with a valid California Electronic Benefit Transfer (EBT) card.
- This is in addition to a 25% discounted fare that was instituted specifically for the SBL pre-pandemic. Like Rialto, most of the other stations on the SBL are surrounded by disadvantaged communities as well, and will receive the regional benefit of this improvement.