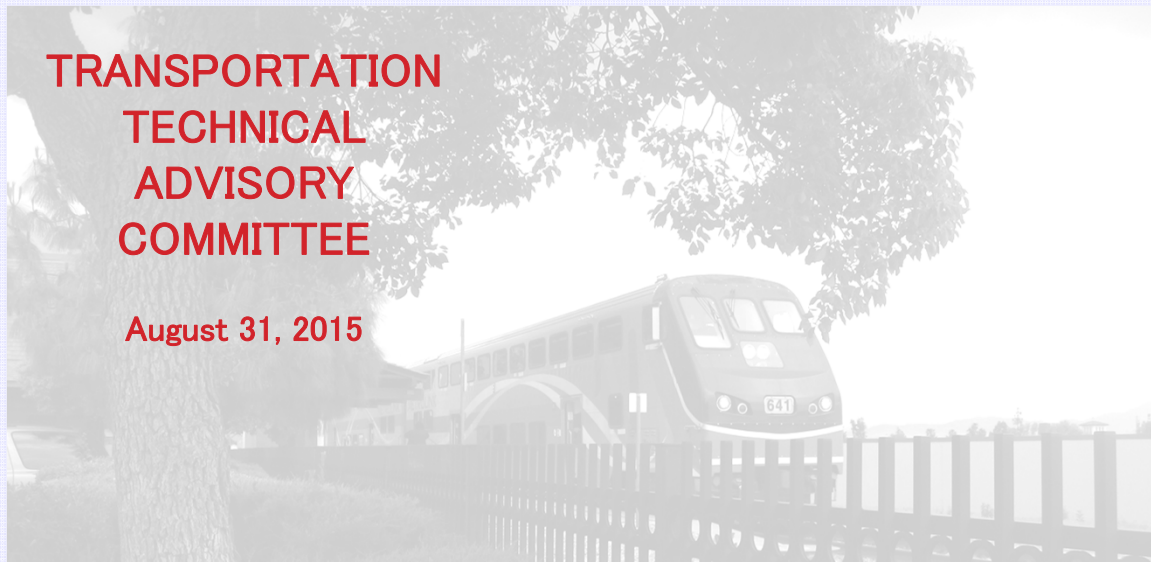


THE ARRIVE CORRIDOR

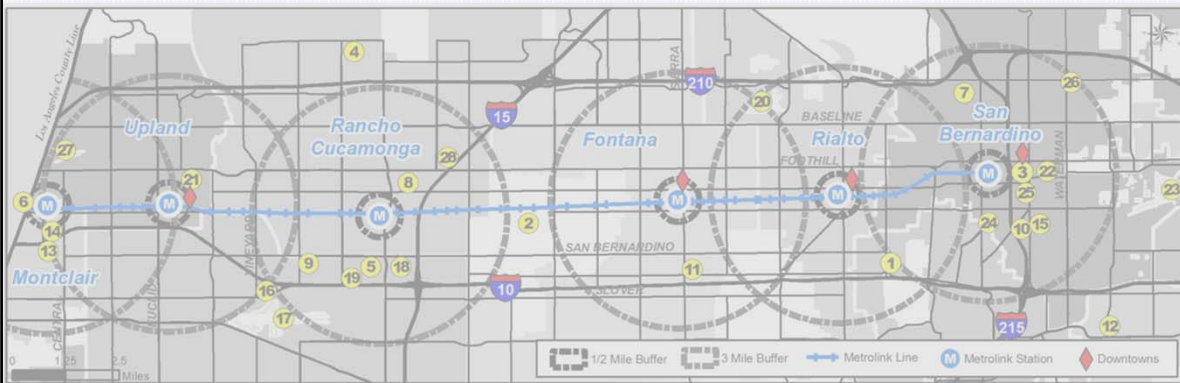
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

August 31, 2015



ARRIVE CORRIDOR VISION STATEMENT

Transition the ARRIVE Corridor, over time, to an integrated Transit Oriented Development (TOD)/regional rail corridor, serving residents and businesses within active, growing, transit-oriented communities at the seven station locations and providing a high degree of transit interconnectivity to Valley destinations



THE PROJECT

- ❑ **ARRIVE: “Advanced Regional Rail Integrated Vision - East”**
- ❑ Create an **integrated regional rail/land use vision and implementation strategy** for the San Bernardino Metrolink Line Stations and proximate destinations:
 - Montclair
 - Upland
 - Rancho Cucamonga
 - Fontana
 - Rialto
 - San Bernardino
 - Ontario



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WHY FOCUS ON THE METROLINK SAN BERNARDINO LINE

- ❑ **Metrolink corridor is an underutilized transportation asset**
- ❑ **Highest ridership line on Metrolink system**
 - 12,000 weekday boardings
- ❑ **Good train frequencies for commuter rail**
 - 30 min. peak, 60 min. off-peak
- ❑ **Growing connectivity**
 - Transit centers at 3 of the 7 stations
- ❑ **Increasing TOD activity in the west end**
- ❑ **Part of an economic development strategy for the Valley**



INCREASED SERVICE

By 2020
48 trains, 3 more round trips express trains

2020 – 2035
56 trains, 28 round trips by adding additional trains during non peak service time frames

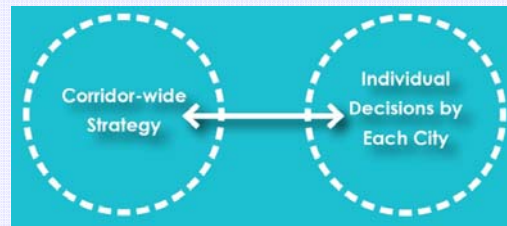
SOURCE: METROLINK SAN BERNARDINO LINE INFRASTRUCTURE IMPROVEMENT STRATEGIC STUDY

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ARRIVE CORRIDOR OVERALL STRATEGY

❑ Corridor-wide Vision and Strategies

- Keep strengthening the transit and multi-modal network
- Build a “critical mass” of origins and destinations
- Improve connectivity internally and to peripheral destinations
- Position the entire corridor to attract investment



❑ Individual decisions by the cities in context of the corridor-wide game plan

- Refine the regulatory environment to be conducive to TOD development
- Continue to develop public/private partnerships with developers and securing funding



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CHALLENGES

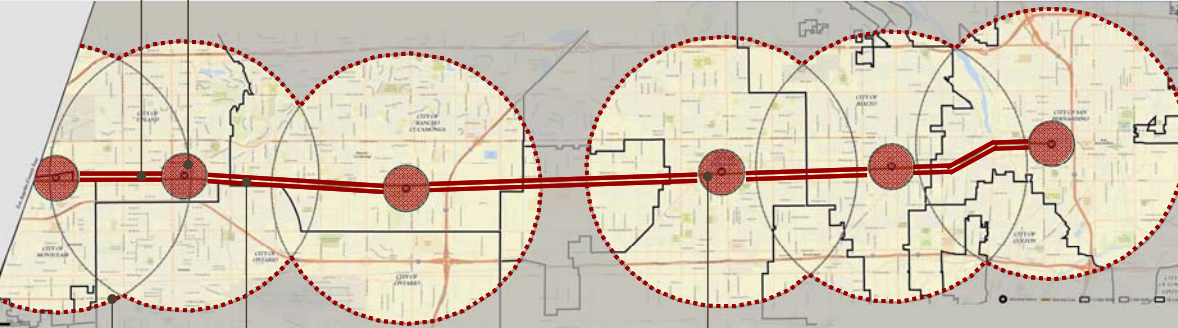
- ❑ Relatively infrequent transit service
- ❑ Cost of redevelopment
- ❑ Land values not ripe for vertical development in some stations
- ❑ Loss of financial tools with RDA dissolution (e.g. land assembly for development)
- ❑ Competition from greenfield sites
- ❑ Perceived limited development opportunities and high degree of parcelization
- ❑ More active nodes require higher densities; economics may not be “there yet”
- ❑ Key destinations outside “catchment area” (e.g. hospitals, malls, Ontario Airport)
- ❑ Noise and air quality concerns
- ❑ Intra-corridor rail service cost higher than bus
- ❑ Fare structure



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OVERALL CORRIDOR-WIDE VISION

1. Metrolink Operations Improvements (long-term)
2. Metrolink Station Area Physical Character and Infrastructure Enhancements for Future TODs (1/2-mile)
3. Metrolink Station Accessibility and Mobility Improvements (3 miles)
4. Champion the Expansion and Operation of the Network
5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations
6. Park-Once Districts



The map shows a red line representing the Metrolink corridor through Southern California. Six red circles are placed along the line, each representing a station area. Dotted red circles around these stations indicate the 1/2-mile TOD zones. The map also shows city boundaries for cities like San Diego, Escondido, San Marcos, Orange, Anaheim, and Los Angeles.

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OVERALL CORRIDOR-WIDE VISION

1. **Metrolink Operations Improvements (long-term)**
 - Double-tracking of two segments
 - Increasing train frequency and mid-day trains
 - Reducing fare structure for short trips
 - Improving air quality through new equipment
 - Ticketing improvements
2. **Physical Character and Infrastructure Enhancements for Future TODs**
 - Railway corridor as a “transit entrance” to the cities
 - Adequate land use setback if ROW constrained for Metrolink and other improvements
 - Landscape/Open Space and sidewalk improvements
 - Quiet Zones
 - Providing fiber optic utilities to adjacent uses



The collage includes four images: a modern transit plaza with palm trees and a building; a train arriving at a station platform; a view through a station tunnel; and a station platform with a train and passengers.

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OVERALL CORRIDOR-WIDE VISION

3. Metrolink Station Accessibility and Mobility Improvements

- Pedestrian and bicycle accessibility to the Metrolink stations
- Bus service/access to the Metrolink stations (1st and last mile)
- More seamless rail/bus integration



4. Champion the Expansion and Operation of the Network

- Gold Line extension
- West Valley Connector and ONT connection
- Redlands Rail
- Metrolink improvements mentioned under 1. *Metrolink Operations Improvements*



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OVERALL CORRIDOR-WIDE VISION

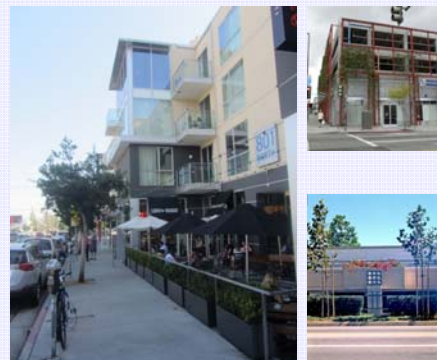
5. Creating a Dynamic Urban Environment through Land Use Tailored to Individual Stations

- Brand station along the corridor
- Higher density/intensity residential and mixed-use TOD development at the stations, as appropriate
- Transit related retail and commercial uses
- Adaptive reuse
- Attract daytime (employment-focused) and evening (leisure-focused) populations

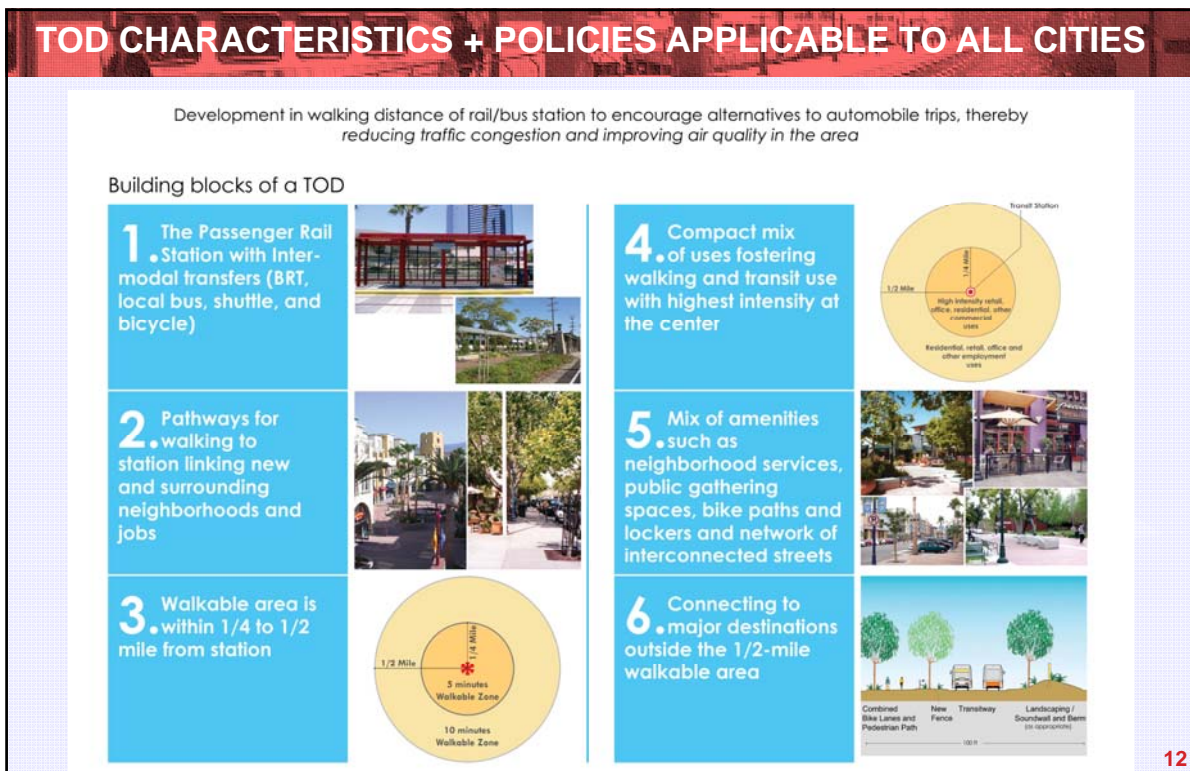
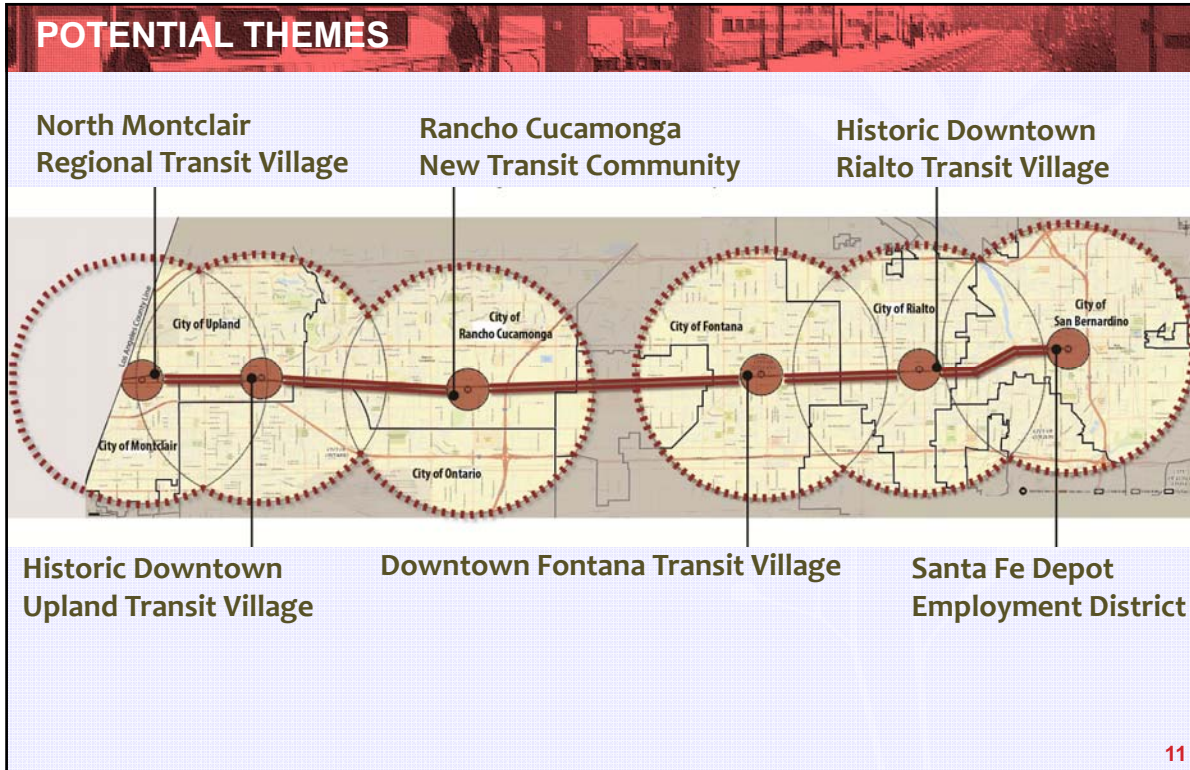


6. Park-Once Districts

- Shared parking allows for multiple stops but park only once
- Enhances place-making by freeing up space for development and public gathering



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TOD BENEFITS

❑ ECONOMIC

- Catalyst for Economic Development
- Revitalization
- Increased Property and Home Values
- Decreased Infrastructure Costs
- Revenue for Transit Systems



❑ ENVIRONMENTAL

- Increased Transit Ridership and Decreased Congestion
- Improved Air Quality and Energy Consumption
- Conservation of Land and Open Space



❑ SOCIAL

- Increased Housing and Employment Choices
- Greater Mobility Choices
- Health Benefits
- Enhanced Sense of Community
- Enhanced Public Safety
- Improved Quality of Life
- Universal Accessibility

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EXISTING CONDITIONS, OPPORTUNITIES, VISION AND STRATEGIES FOR INDIVIDUAL CITIES

❑ Land Use Alternatives

- Characteristics of TOD and TOD case studies in Chapter 3
- For each city: Land Use Concepts and Recommendations for land use, mobility and placemaking in Chapter 4



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IMPLEMENTATION STRATEGY (SHORT-TERM ACTIONS – 0-5 YEARS)

❑ MARKETING TOD OPPORTUNITIES

- An independent, new non-profit Marketing Board to promote station development opportunities would be established
- Focus would be to promote TOD to developers and city leadership

❑ STATION AREA IMPROVEMENTS

- Cities should prioritize new station area improvements in capital plans, incorporate wayfinding signage and placemaking design in all projects
- Cities should explore federal and state funding for transportation improvements

❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- Cities should evoke shared parking in Metrolink and other parking lots
- Allow for unbundling of parking for commercial uses and allow off-site parking to satisfy parking requirements



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IMPLEMENTATION STRATEGY (MEDIUM-TERM ACTIONS – 5-10 YEARS)

❑ EXPANDING AND STRENGTHENING THE MARKETING BOARD

- Lead multi-jurisdictional initiatives to provide funding for corridor-wide improvements and coordinate cities branding/marketing efforts
- Establish a clear housing strategy for TOD developers
- Work toward expanded membership and private sector partners



❑ METROLINK OPERATIONAL IMPROVEMENTS

- Metrolink to encourage ridership through measures such as increasing service levels and frequency, re-evaluating fare levels

❑ IMPLEMENTATION OF PARK-ONCE DISTRICTS

- Consider implementing fee-based parking based on utilization and pilot initiatives
- Consider Parking Benefits Districts to set aside revenue for parking acquisition and subsidy



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IMPLEMENTATION STRATEGY (LONG-TERM ACTIONS – 10+ YEARS)

- ❑ **CONSIDER ESTABLISHING AN ARRIVE CORRIDOR ECONOMIC DEVELOPMENT CORPORATION**
 - Marketing Board could evolve into a sub-regional EDC
 - EDC could purchase, hold and consolidate land as well as support development through prototypes with additional funding sources such as EB-5
- ❑ **METROLINK INFRASTRUCTURE IMPROVEMENTS**
 - Evaluate double tracking of priority segments
 - Cities/SANBAG/Metrolink should aim to reduce accidents at grade crossings, improve corridor-wide safety and preserve expanded right-of-ways
- ❑ **BUILDING STRUCTURED PARKING AT STATIONS**
 - Work to consolidate station area parking into structures
 - Consider Parking Authorities to support development of structured parking including collecting revenue, acquiring property and issuing bonds

Parking Authority

Procedure

Each city council would need to pass an ordinance that declares the need for a parking authority. An appointed five-person board directs the authority, with regular reporting requirements.

Powers

The authority has the power to:

- Purchase, lease, acquire or otherwise obtain property, including improvements. It has the power of eminent domain (and can accelerate foreclosure).
- Expand, modify and dispose of public parking facilities, and to lease, manage, or operate unused space (up to 25% of surface area) which is not needed for parking purposes.
- Receive, control, and expend money and funds derived from operation, appropriation by the city, assessments levied, and bonds issued by the authority or the city.

Revenue bonds

The authority could request authorization to issue bonds, which would be put up for special election, after which it would not need subsequent voter approval to issue further bonds, and any revenue bonds would not obligate either the city or state. Bondable revenue could include income from parking facilities, from revenue generally, from city, state or federal assistance or from parking meter revenue.

FUNDING

- ❑ **RELEVANT FUNDING SOURCES INCLUDE:**
 - Cap and Trade Fund Allocations
 - Value Capture through Enhanced Infrastructure Financing Districts (EIFDs) or Tax Subventions
 - EB-5 Immigrant Visa Investment
 - New Markets Tax Credits (NMTCs)
 - Federal and State Transportation and Funding Sources
 - Community Facilities Districts (CFDs)
 - Benefit Assessment Districts and Business Improvement Districts (BIDs)
 - Parking Districts
 - Affordable Housing Funding
 - Parks and Open Space Funding

Improvement Projects	Federal								
	5337 State of Good Road	5307 Unimproved Area Programs Grants	5339 Bus & Bus Facilities	5310 Accessible for Seniors & Disabled	FHWA Sec. 100 Highway Priority Grants, CMAAQ	TODR Discretionary Grants	RTD	CMAG	
Transit Capital									
Double Tracking of Metrolink		X				X	X	X	
Station Facilities & Improvements	X	X	X	X		X	X	X	
Bus Plaza Reconfiguration									
New Bus Stop Shelters/Amenities		X	X	X		X	X	X	
Overcrossing or Undercrossing of Tracks		X			X	X	X	X*	
Platform Undercrossing Improvements		X			X	X	X		
Operations									
New Bus Service				X					
ROD Development-related									
Park Open Parking Structures			T				T	T	
Intersection Improvements for Quiet Zones		X				X	T		
Major New Streets with Sidewalks & Landscaping						X	T		
Platform/Signal Improvements									

The above matrix identifies eligibility of specific fund sources based on improvement type but does not indicate availability of funding.
 * Additional funding for utility relocations may be available based on a project specific review of prior rights.
 † non-capacity enhancing grade separations only
 * a portion of ATP funding is programmed by WPOs, with SANBAG input

Legend
 X = eligible
 XX = eligibility limited to specific scope items, project phases (e.g. planning costs now allowed), or station locations along the ARRIVE corridor
 T = for transit-related (e.g. park and ride) facilities only
 ST = must increase transit service to be eligible

POSITIVE ACTIONS SINCE ARRIVE CORRIDOR PROJECT BEGAN

- ❑ The Paseos and Arrow Station projects built in Montclair
- ❑ Rancho Cucamonga circulated an RFP for a TOD developer
- ❑ Caltrans may be interested in TOD on the parking lots in Montclair
- ❑ Fontana and Upland are updating General Plans
- ❑ SANBAG awarded Active Transportation Grant to improve access at current stations
- ❑ Local control of Ontario International Airport (ONT)
- ❑ Opening of E Street sbX
- ❑ Opening of Downtown San Bernardino Transit Center

Next Step: Establish Marketing Board with City Managers and SCAG