

Revised Agenda Item No. 11

Board of Directors Meeting

November 2, 2016

10:15 a.m.

Location

San Bernardino Associated Governments
Santa Fe Depot - First Floor Lobby
1170 W. 3rd Street, San Bernardino, California 92410

Consent Calendar

Transit/Rail

11. Redlands Passenger Rail Project Station Determination in San Bernardino

That the Board, acting in its capacity as the San Bernardino County Transportation Commission:

A. Provide direction to SANBAG staff to proceed with the implementation of the Tippecanoe Avenue Station in lieu of the Waterman Avenue Station, both within the City of San Bernardino, as part of the Redlands Passenger Rail Project, contingent upon the Federal Transit Administration confirmation that no grant funds will be forfeited with this change.

B. Determine that selection of the Tippecanoe Station (the Preferred Project Alternative), in lieu of the Waterman Station (Design Option 2), as part of the Redlands Passenger Rail Project (Project) will not result in any new, increased, or substantially different environmental effects, other than those previously considered and addressed in the Project's Final Environmental Impact Report (FEIR), and that no additional mitigation measures or supplemental environmental documentation is required, based upon substantial evidence presented at the Board meeting, in this report, in the FEIR, and in the record;

C. Contingent upon approval of Recommendation A, authorize the Executive Director or his designee to execute a change order to Contract No. 15-1001093 with HDR Engineering, Inc. to modify the scope of work to replace the implementation of the Waterman Avenue Station with the Tippecanoe Avenue Station and use existing Contract No. 15-1001093 contingency to fund any additional cost associated with this change.

This item is being revised for inclusion of a new Recommendation B. The background has also been revised to include additional language.

Minute Action

AGENDA ITEM: 11

Date: *November 2, 2016*

Subject:

Redlands Passenger Rail Project Station Determination in San Bernardino

Recommendation:

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C. Contingent upon approval of Recommendation A, authorize the Executive Director or his designee to execute a change order to Contract No. 15-1001093 with HDR Engineering, Inc. to modify the scope of work to replace the implementation of the Waterman Avenue Station with the Tippecanoe Avenue Station and use existing Contract No. 15-1001093 contingency to fund any additional cost associated with this change.

Background:

SANBAG staff is requesting guidance from the SANBAG Board of Directors regarding the preferred location of one of two Redlands Passenger Rail Project (RPRP) stations within the City of San Bernardino. RPRP was cleared environmentally by the Federal Transit Administration (FTA) and SANBAG in March 2015. The RPRP environmental document cleared six stations located at: the San Bernardino Transit Center (SBTC), Waterman Avenue, and Tippecanoe Avenue in the City of San Bernardino; and New York Street, Orange Street, and University Street located in the City of Redlands. The project budget only accounts for five stations to be implemented. Throughout the development of RPRP, SANBAG staff has identified building either the Waterman Station or the Tippecanoe Station, but not both as the stations are approximately one mile apart and would serve generally the same areas in the City of San Bernardino.

SANBAG staff had originally identified the Waterman Avenue location as a preferred station location and included the design of this station in the scope of work for Contract No. 15-1001093 with HDR Engineering, Inc. for the final mainline design of RPRP. The Waterman Station

Entity: CTC

location was chosen primarily due to the close proximity of the Inland Regional Center (IRC). The IRC is a nonprofit, private community-based agency that serves individuals with developmental disabilities in San Bernardino and Riverside Counties. Based on the fact that a large number of the developmentally disabled are transit dependent, staff made the assumption in originally identifying the Waterman Station that a large number of the IRC's constituents could use RPRP to access the IRC. In addition, at the time of staff's decision, there was ample land identified for future Transit Oriented Development (TOD) in the area that offered opportunity for ridership growth in the future.

SANBAG initiated an updated and revised ridership forecast of the RPRP system for the opening year of service in 2020 and a horizon year of 2040, which was recently completed. The revised forecast differed from a previous ridership forecast completed in 2013 by taking into account transit connections to fixed-route bus services, bus rapid transit, and Metrolink commuter rail service. Another aspect of the revised forecast was a comparison of potential boardings between the Waterman and Tippecanoe Station locations. The analysis examined the current and projected population and employment in the primary market areas of both stations. As shown in Table 1 below, the analysis indicated that the Tippecanoe Station would draw approximately 150 more daily boardings than the Waterman Station in the opening year and 200 more daily boardings in 2040.

Table 1: Ridership Comparison (Waterman versus Tippecanoe Stations)

	2020 Daily Boardings	2040 Daily Boardings
Waterman Station	220	275
Tippecanoe Station	375	480
Difference	155	205

Source: SANBAG Redlands Passenger Rail Ridership Forecasts Update, June 2016

Similar to the 2013 ridership forecast, the revised forecast also accounted for ridership impacts associated with future TOD around the proposed RPRP station locations. Assuming TODs around the station areas resulted in a 25 percent increase in the ridership demand on the Redlands Corridor in 2040.

In August 2016, the City of San Bernardino notified SANBAG that a private developer had completed the entitlement process to construct a 25 acre warehouse facility adjacent to the Waterman Station, severely limiting the TOD potential around the Waterman Station area due to the large size of the facility and the limited number of transit users generated by the new warehouse facility.

Furthermore, SANBAG staff was informed that the IRC made significant changes to their operations following the December 2nd tragedy at their facility. Following the incident, the IRC facility is no longer used for travel training or any unscheduled business. The clientele are required to make scheduled appointments for in office visits and IRC case workers are now typically making arrangements outside of the facility to make it easier on the clients they serve. This significantly reduces the number of visitors to the IRC facility. Coupling the research for the new ridership study with the operational changes at IRC and eminent land use decisions that do not favor transit use, a change in locations to the Tippecanoe Station is warranted.

SANBAG's design consultant has started preliminary design efforts on the Waterman Station; however SANBAG has directed the consultant to stop work on this station until a decision has

been made on which station to implement. If the Tippecanoe Station is approved, the design work associated specifically with the Waterman Station location will no longer be used. However, there are some design elements of the Waterman Station such as general platform layout and amenities that are transferable. The remaining design budget allocated for the Waterman Station would be transferred to complete the Tippecanoe Station. Additional design budget will need to be allocated from the current contract contingency to complete the Tippecanoe Station design. These costs have not been estimated at this time, however they are considered to be minor. The one-time cost of this modification will have long-term benefits to future riders of the system. No significant additional construction costs are anticipated with the change to the station location. No impacts to the schedule are anticipated with the change to the station location. Design of the other major project elements are continuing to progress independent of the station design.

SANBAG was recently awarded two grants for the implementation of RPRP; State 2016 Transit & Intercity Rail Capital Program (TIRCP) and the Federal 2016 Transportation Investment Generating Economic Recovery (TIGER) Grant. Both grant applications identified the Waterman Station. SANBAG staff has already confirmed with the California State Department of Transportation that there are no issues with modifying the station location to Tippecanoe Avenue due to the potential for increased ridership and thus reduced green-house gas emissions, which is a major component of the TIRCP Grant. SANBAG staff is currently in discussions with the FTA to determine if TIGER funding would be in jeopardy if the station location is changed. If the FTA determines that TIGER funds would be forfeited, no change to the station location will be implemented and staff will move forward with the Waterman Station location.

Based on the findings and information contained in the previously-certified Final EIR, additional analysis by staff (White Paper and Table 5-2 of Final EIR), and the CEQA statute and State CEQA Guidelines, including Sections 15164 and 15162, the selection of a station stop at Tippecanoe will not result in any new, increased, or substantially different impacts, other than those previously considered and addressed in the Final EIR. No changes or additions to the Final EIR analyses are necessary, nor is there a need for any additional mitigation measures. Therefore, no supplemental environmental documentation is required.

Financial Impact:

Any financial impacts associated with this item will be covered using contingency from Contract No. 15-1001093, which is consistent with the SANBAG Fiscal Year 2016/2017 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on October 13, 2016.

Responsible Staff:

Justin Fornelli, Chief of Transit and Rail Programs

Approved
Board of Directors
Date: November 2, 2016

Witnessed By: