



# Coachella Valley-San Gorgonio Pass Corridor Rail Service

## *RCTC Ad-Hoc Committee Meeting*

*February 11, 2015*



# Meeting Objectives

1. Present first project deliverable.
2. Present revised project schedule.
3. Update status on project outreach.
4. Open the deliverable for review and comment by Ad Hoc members.

# Connecting Southern California

- **Project Vision:** Intercity (Amtrak) rail service between the cities of Los Angeles and Indio
- **Goals:**
  - Provide integrated, sustainable mobility alternative
  - Promote economic opportunities
  - Foster more livable communities



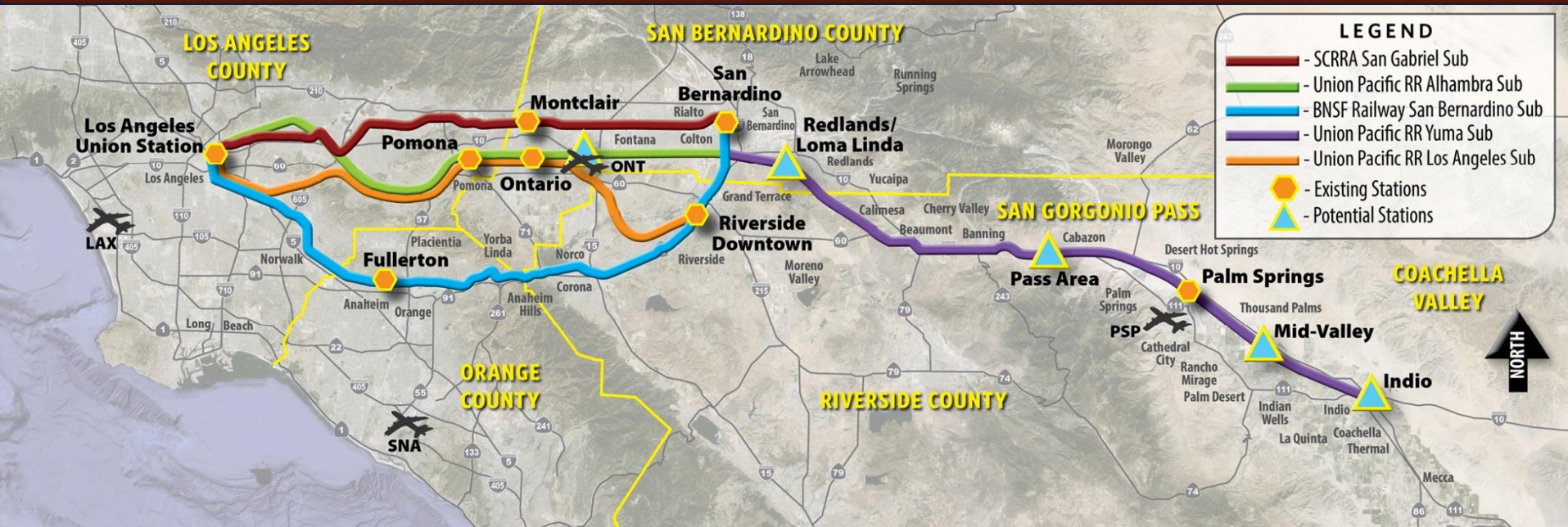
# Why Amtrak service and not Metrolink?

- Amtrak has legislative authority from Congress to operate on private railroads. Potential impacts on private railroad operations must be identified and addressed cooperatively with the railroads.





# Rail Route Options - Potential Stations



\* Not all potential stations will be needed; construction and alignment alternatives will be determined in the future.

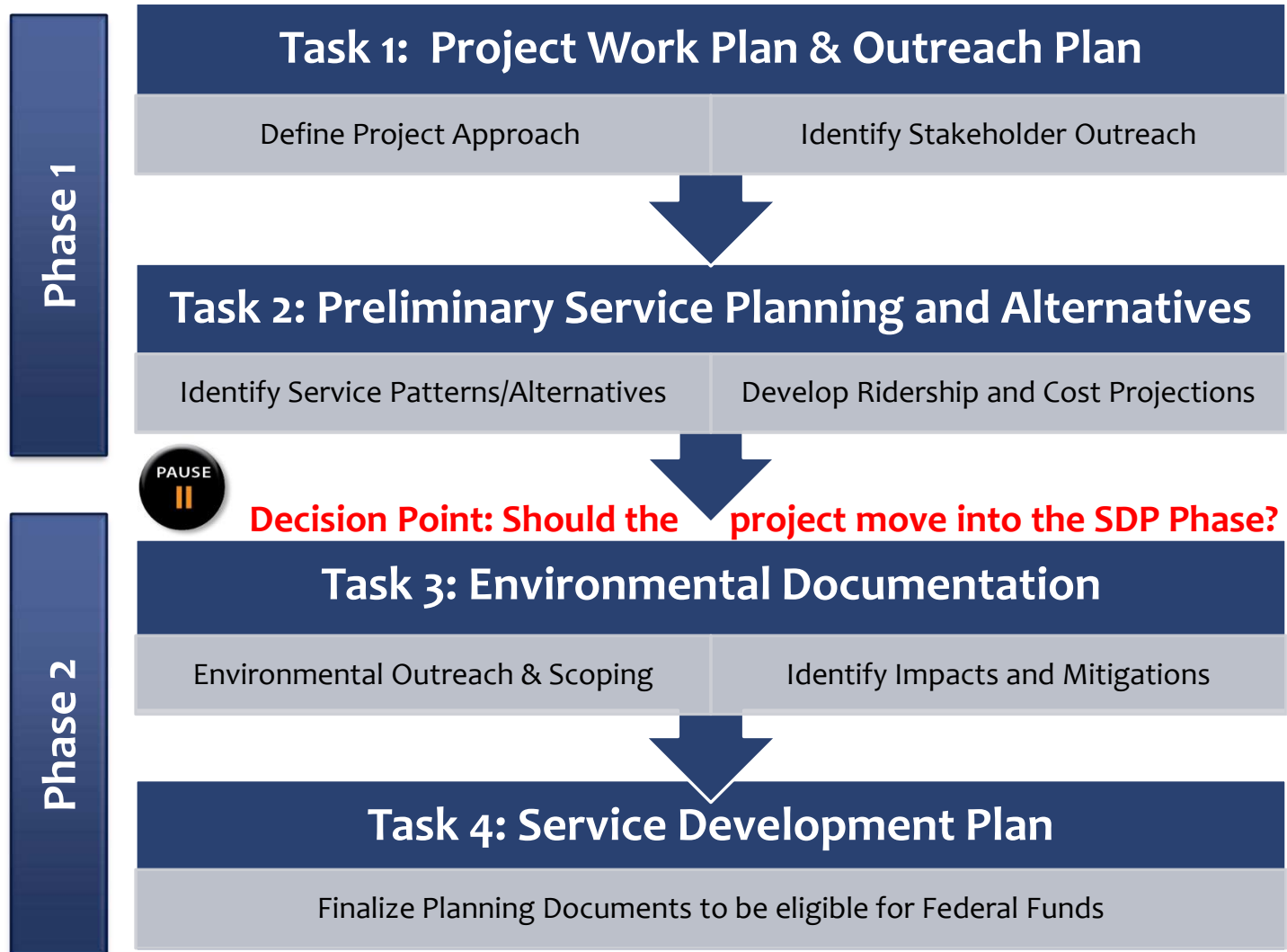
## West of Colton

- SCRRA (Metrolink SB Line)
- UP (Ontario, Pomona)
- UP (Riverside, Pomona)
- BNSF (Riverside, Fullerton)

## East of Colton

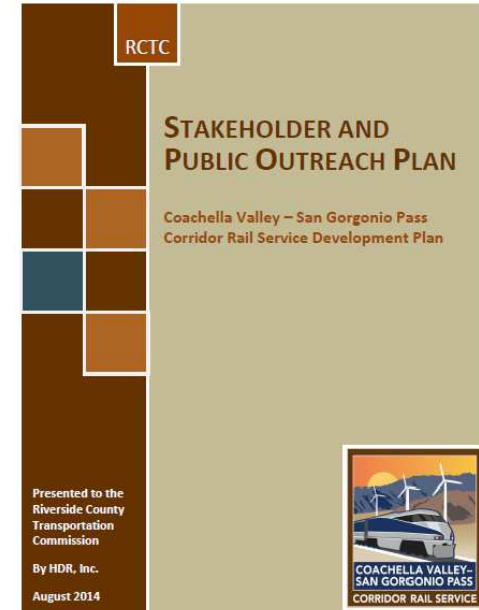
- Union Pacific Yuma Sub
- FRA Requires that multiple alignments be studied

# Service Development Plan Process

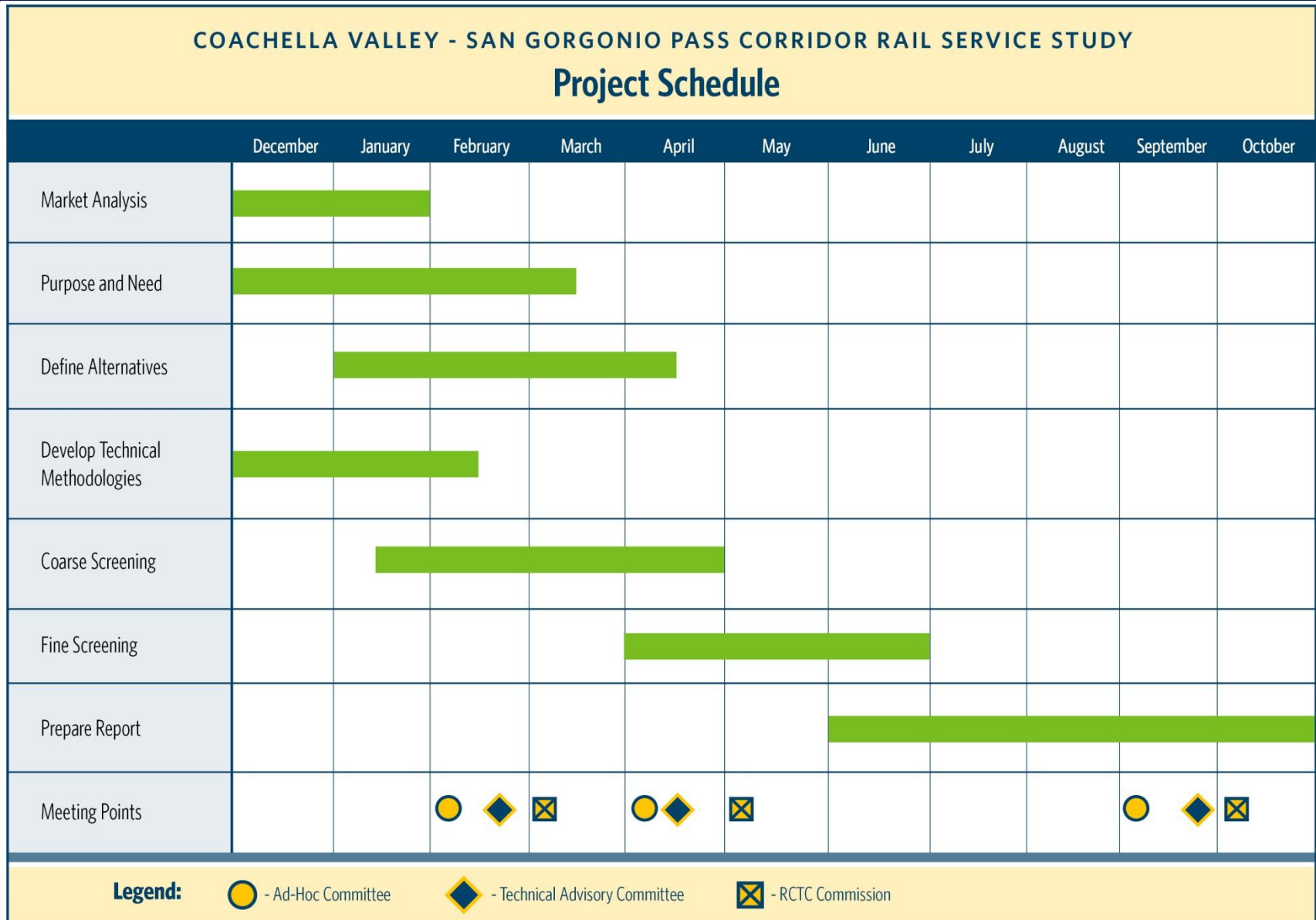


# Agency/Elected Official Coordination

- Coordination with multiple agencies:
  - Federal – Federal Railroad Administration
  - State – Caltrans Division of Rail
  - Local – CVAG, Riverside County cities
  - Transportation agencies – SANBAG, OCTA, and LA Metro
  - Railroads – Union Pacific, BNSF Railway
  - Transit providers: Bus, MetroLink, AMTRAK, and LOSSAN
  - Tribal partners
- TAC meetings, briefings, conference calls, status updates, email communication
- Elected official coordination: RCTC Ad Hoc Committee, briefings, one-on-one meetings



# Schedule for Remainder of Phase I





# Status of Project Communication

- Updated website with new “Contact Us” section to facilitate feedback
- New Facebook page to allow ongoing updates and two-way communication with public
- Updated fact sheet and ongoing status updates
- Public meetings this month, including one with webinar function



# Upcoming Public Outreach Activities

- **Public Meetings This Month:**
  - February 23, Banning City Hall, 5:30 p.m. -8 p.m.  
Open House Format with Presentation at 6 p.m.
  - February 26, CVAG Offices, 5:30 p.m.-8 p.m.  
Open House Format with Presentation at 6 p.m. and  
Live Webcast
- **TAC Meeting**, February 25, 9:30 a.m.
- **Online Survey** of Key Stakeholders and Public
- **Social Media Postings**

# Federal Railroad Administration (FRA) Process

- FRA Service Development process:
  - Determines service potential and timeline.
  - Identifies potential impacts on private railroad operations and addresses them cooperatively with the railroads.
  - Provides basis for obtaining federal funding for capital projects.
  - Secures environmental clearance for passenger service and for capital projects.



# FRA's Four-Phase Process

1. Preliminary Service Development Planning and Alternatives Analysis/Includes establishment of project purpose and need.
2. Service Development Plan, Conceptual Engineering, and Tier 1/Program EIS/EIR.
3. Preliminary Engineering, Tier 2/Project-level EIS/EIR.
4. Final Design and Construction.

# Phase I Technical Elements

- Market Analysis



## Purpose and Need Statement

- Alternatives Identification
- Preliminary Service Planning
- Alternatives Evaluation
  - Ridership
  - Costs
  - Benefits
  - Environmental Constraints
  - Phasing



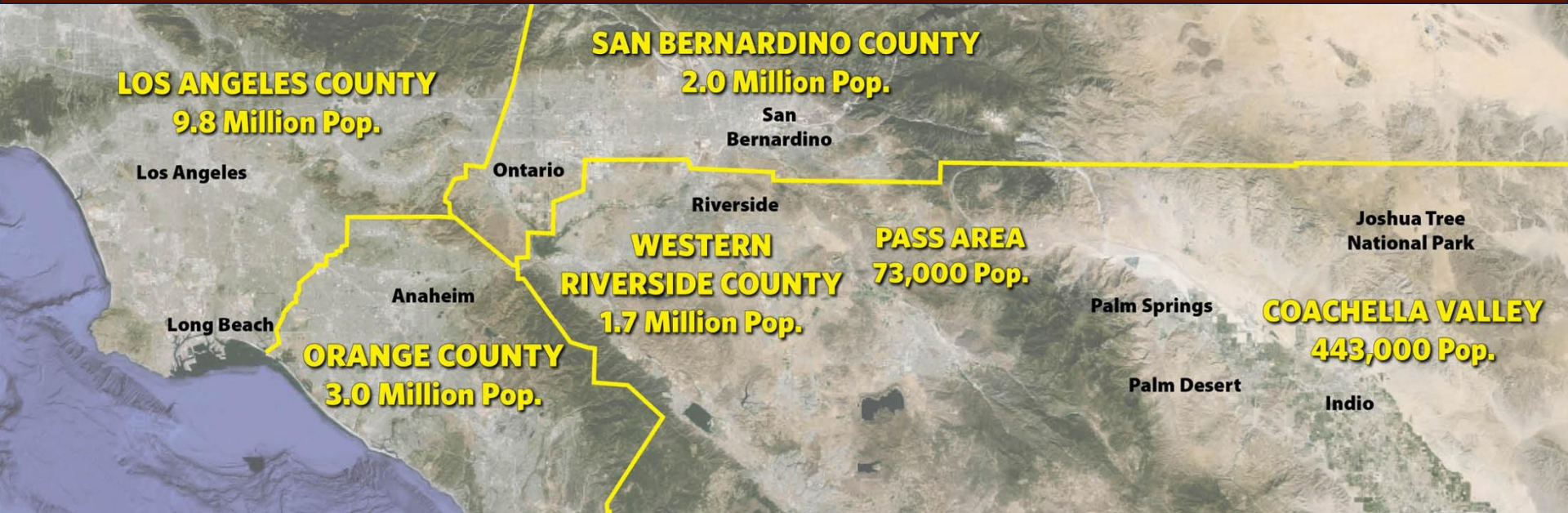


# Market Analysis

- Corridor Demographics
- Transportation Facilities and Services
- Travel Volumes and Trip Patterns
- Transportation System Performance



# Corridor Demographics



## Los Angeles Basin

- 16.5 million population
- 7.2 million jobs

## Coachella Valley

- 443,000 population
- 12.2 million annual visitors

# Corridor Communities with Higher Poverty Rates Have More Transit-Dependent Residents

## Coachella Valley

City/Community	Poverty Rate
Cathedral City	19%
Coachella	26%
Desert Hot Springs	26%
Indio	21%
Mecca	48%
Oasis	49%

## Pass Area

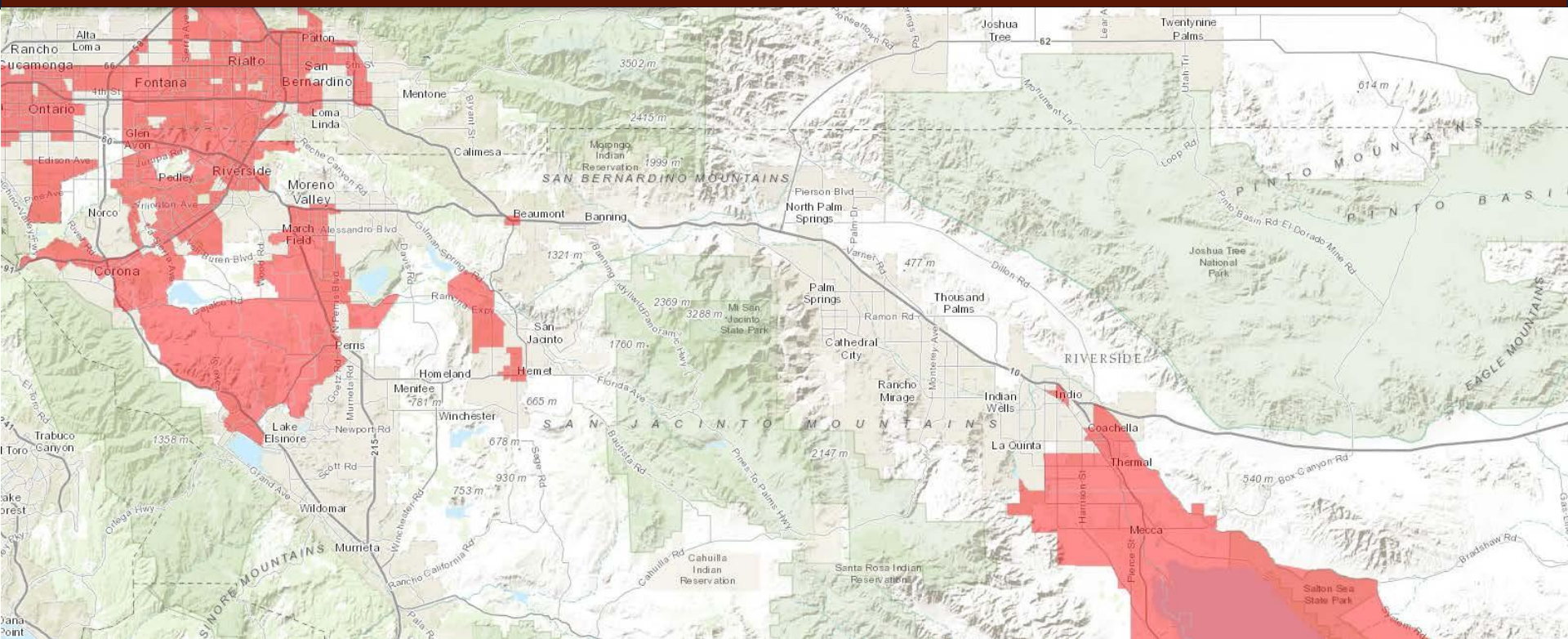
City/Community	Poverty Rate
Banning	18%
Beaumont	23%
Cabazon	22%

## Regional Averages

Region	Poverty Rate
USA	14%
California	14%
Riverside County	14%



# Corridor Includes SB 535 Disadvantaged Communities



Source: California Environmental Protection Agency (CalEPA) CalEnviroScreen 2.0

- Disadvantaged communities are determined based on exposure to pollution, environmental effects, the sensitivity level of the population, and socioeconomic factors
- Communities highlighted are in the top 25 percent in the state

# Transportation Facilities and Services



- Key corridor highways include:

- I-10, SR-60, and SR-91 through the Los Angeles Basin
- I-10 and SR-111 through the Coachella Valley

- I-10 is the only roadway through San Geronimo Pass

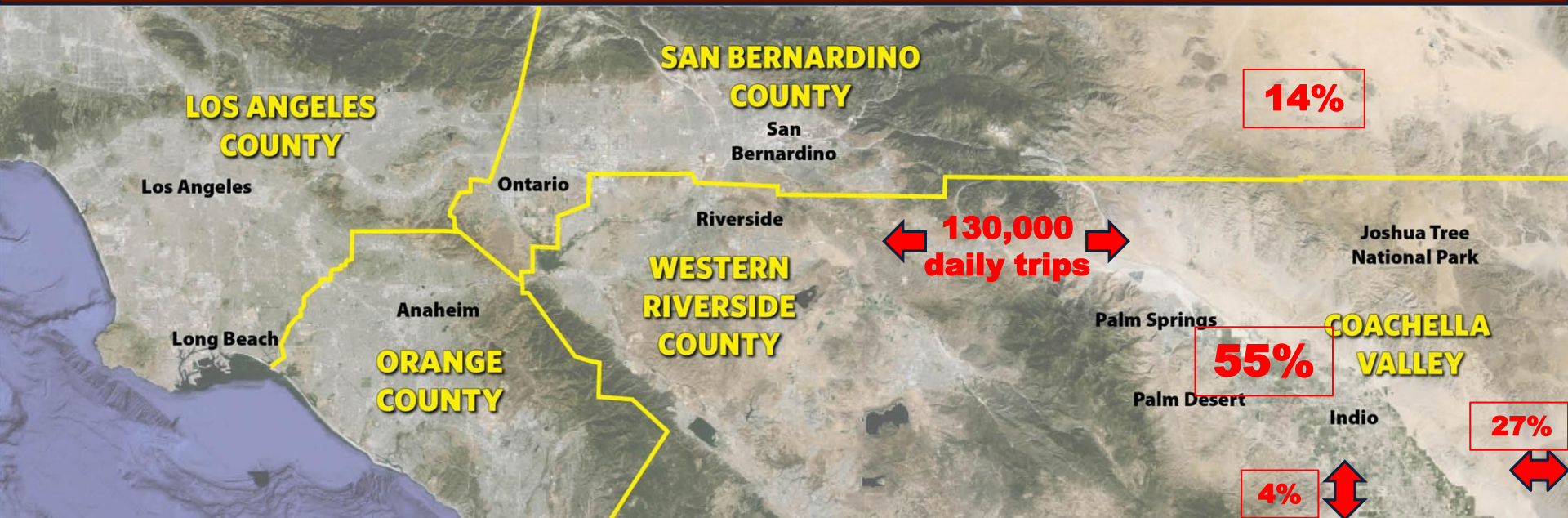


# Very Limited Transit and Rail Connections



- Sunset Limited (rail): 3 trains/week, late night service
- SunLine Commuter Link 220 (bus): 2 trips to Riverside in AM  
2 trips from Riverside in PM
- Beaumont Commuter Link 120 (bus): 7 daily round trips Mon-Fri
- Amtrak Thruway (bus connecting to Amtrak Pacific Surfliner):  
2 round trips/day, only for Amtrak rail passengers

# Travel Volumes and Trip Patterns



- 130,000 weekday person-trips through San Geronimo Pass
  - 55 percent to/from Coachella Valley
  - 27 percent toward Blythe and Phoenix
  - 14 percent to/from High Desert (Yucca Valley, Joshua Tree, and Twentynine Palms)
  - 4 percent toward Imperial Valley
- Higher volumes on weekend days:

Friday +45 percent    Saturday +48 percent    Sunday +53 percent

Sources: SCAG 2012 RTP/SCS; Caltrans Performance Measurement System (PeMS); AirSage April/May 2014



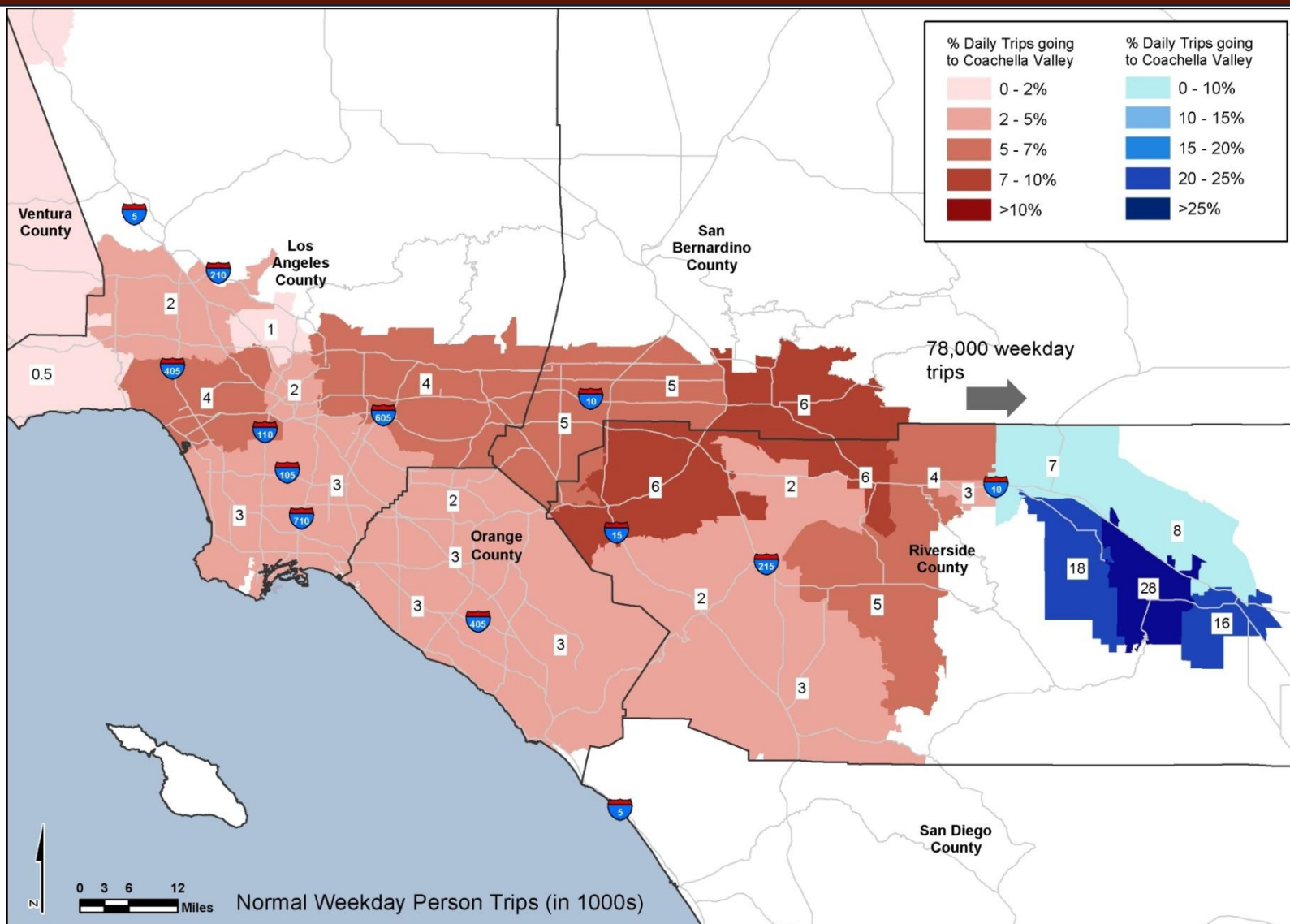
# Distribution of Trips by Day of Week

Origin County	Weekday	Typical Friday	Typical Saturday	Peak Friday
Ventura	2%	2%	2%	4%
Los Angeles	25%	31%	38%	46%
Orange	12%	14%	16%	13%
San Bernardino	21%	19%	16%	14%
Riverside	40%	34%	27%	23%
TOTAL	100%	100%	100%	100%
Total Person-Trips	130,000	187,000	191,000	198,000

Sources: AirSage April/May 2014; Caltrans Performance Measurement System (PeMS)



# Geographic Distribution of Weekday Trips



Source: AirSage April/May 2014

# Forecast Growth in Weekday Travel between Los Angeles Basin and Coachella Valley

Growth in travel to/from:	Los Angeles County	Orange County	Ventura County	San Bernardino County	Western Riverside County	Overall
Percent Growth 2010-2035	42%	30%	52%	62%	44%	47%

Source: SCAG 2012 RTP/SCS





# Transportation System Performance



Source: Caltrans Performance Measurement System (PeMS)

- Recurring weekday traffic congestion slows travel through the western parts of the corridor

# Corridor Travel Times

## Driving Times

Origin	Destination	Weekday		Friday		Saturday
		AM Peak	PM Peak	AM Peak	PM Peak	Midday Peak
Los Angeles	Indio	114 min	139 min	112 min	165 min	119 min
Indio	Los Angeles	141 min	114 min	130 min	119 min	116 min

Source: Caltrans Performance Measurement System (PeMS)

## Rail and Transit Travel Times

	Western Terminus	Eastern Terminus	Travel Time
Sunset Limited	Los Angeles	Palm Springs	156 min
Amtrak Thruway/Pacific Surfliner	Los Angeles	Indio	240 min
SunLine 220 / Metrolink	Los Angeles	Palm Desert	234 min
Beaumont 120 / Metrolink	Los Angeles	Beaumont	145 min
Greyhound	Los Angeles	Indio	240 min

Sources: Amtrak, Metrolink, SunLine, City of Beaumont, Greyhound

# Emergency Closures in Pass Disrupt Corridor Travel



- I-10 has experienced several significant emergency disruptions through the area with no alternate routes:
  - June 2005: high-speed pursuit – 12-hour freeway shutdown
  - December 2010: big rig crash – 6-hour closure
  - February 2012: construction-related delay – three lanes closed most of a day
  - September 2014: big rig crash – three lanes closed all morning



# Purpose & Need

## Corridor Problems and Needs

- There are very limited options to driving a private vehicle for interregional travel (Coachella Valley to LA Basin)
- Emergencies or incidents closing I-10 through San Geronio Pass severely disrupt corridor travel
- Congested highway conditions in the western part of the corridor cause delays for longer-distance driving trips, which will get worse in the future



# Purpose & Need

## Purpose and Objectives for Transportation Improvements

- Provide an alternative to driving that offers more competitive travel time than current services.
- Provide an alternative to driving that offers more reliable travel schedules.
- Serve a range of trip purposes including commute trips, and social, medical, leisure, and recreational trips.
- Improve regional travel opportunities for transit-dependent people.
- Serve expected regional growth.
- Offer potential for future service expansion to Phoenix.
- Improve the transportation system's ability to serve travel needs in the event of I-10 closure.



# Purpose & Need

## Performance Objectives

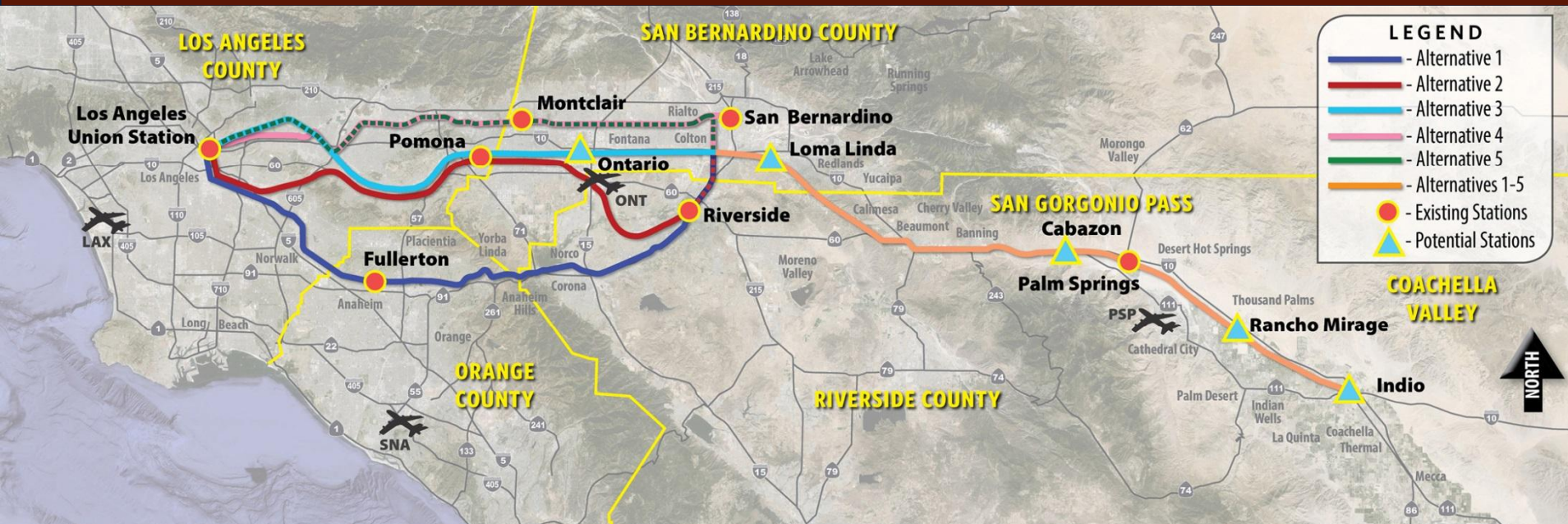
- Be cost-effective to implement and operate.
- Have plausible and sustainable potential sources of funding for capital costs and operations/maintenance costs.
- Maximize ridership potential while providing cost-effective service.
- Have station locations that help maximize ridership while supporting competitive travel times.
- Minimize up-front capital investment while maximizing ridership potential.
- Promote sustainable transportation options, improving mobility while reducing energy consumption and supporting livable communities.
- Minimize related environmental adverse impacts to the extent practical.
- Achieve near-term mobility improvement and lead to long-term strategy that optimizes all objectives.

# Process to Develop Alternatives

- Screen the range of rail alternatives (per FRA guidelines) to eliminate those far too expensive or not feasible
- Solicit public input on alternatives to study
- Identify a set of alternatives (rail and bus) for more detailed screening



# Five Rail Route Alternatives to Be Screened



## West of Colton

1. LAUS-Fullerton-Riverside
2. LAUS-Pomona-Riverside
3. LAUS-Pomona-Ontario
4. LAUS-Montclair-San Bernardino
5. LAUS-Montclair-San Bernardino

## East of Colton

- 1 – 5. Loma Linda – Cabazon – Palm Springs – Rancho Mirage - Indio

# Questions

