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.
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

**West of Colton**
- SCRRRA (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

Phase 1

Task 1: Project Work Plan & Outreach Plan
- Define Project Approach
- Identify Stakeholder Outreach

Task 2: Preliminary Service Planning and Alternatives
- Identify Service Patterns/Alternatives
- Develop Ridership and Cost Projections

Decision Point: Should the project move into the SDP Phase?

Phase 2

Task 3: Environmental Documentation
- Environmental Outreach & Scoping
- Identify Impacts and Mitigations

Task 4: Service Development Plan
- Finalize Planning Documents to be eligible for Federal Funds
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

### COACHELLA VALLEY - SAN GORGONIO PASS CORRIDOR RAIL SERVICE STUDY

### Project Schedule

<table>
<thead>
<tr>
<th>Task</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>October</th>
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<td>Market Analysis</td>
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### Legend:
- **- Ad-Hoc Committee**
- **- Technical Advisory Committee**
- **- RCTC Commission**
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
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.

**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
Coachella Valley

- 443,000 population
- 12.2 million annual visitors

Los Angeles Basin

- 16.5 million population
- 7.2 million jobs

Sources: SCAG 2012 RTP/SCS; Greater Palm Springs Convention and Visitors Bureau
Corridor Communities with Higher Poverty Rates Have More Transit-Dependent Residents

### Coachella Valley

<table>
<thead>
<tr>
<th>City/Community</th>
<th>Poverty Rate</th>
</tr>
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<tbody>
<tr>
<td>Cathedral City</td>
<td>19%</td>
</tr>
<tr>
<td>Coachella</td>
<td>26%</td>
</tr>
<tr>
<td>Desert Hot Springs</td>
<td>26%</td>
</tr>
<tr>
<td>Indio</td>
<td>21%</td>
</tr>
<tr>
<td>Mecca</td>
<td>48%</td>
</tr>
<tr>
<td>Oasis</td>
<td>49%</td>
</tr>
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</table>

### Pass Area

<table>
<thead>
<tr>
<th>City/Community</th>
<th>Poverty Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banning</td>
<td>18%</td>
</tr>
<tr>
<td>Beaumont</td>
<td>23%</td>
</tr>
<tr>
<td>Cabazon</td>
<td>22%</td>
</tr>
</tbody>
</table>

### Regional Averages

<table>
<thead>
<tr>
<th>Region</th>
<th>Poverty Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>USA</td>
<td>14%</td>
</tr>
<tr>
<td>California</td>
<td>14%</td>
</tr>
<tr>
<td>Riverside County</td>
<td>14%</td>
</tr>
</tbody>
</table>

Source: 2010 US Census
Corridor Includes SB 535 Disadvantaged Communities

- 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.

Source: California Environmental Protection Agency (CalEPA) CalEnviroScreen 2.0
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 Gorgonio 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 Gorgonio 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

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

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

<table>
<thead>
<tr>
<th>Growth in travel to/from:</th>
<th>Los Angeles County</th>
<th>Orange County</th>
<th>Ventura County</th>
<th>San Bernardino County</th>
<th>Western Riverside County</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Growth 2010-2035</td>
<td>42%</td>
<td>30%</td>
<td>52%</td>
<td>62%</td>
<td>44%</td>
<td>47%</td>
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</tbody>
</table>

Source: SCAG 2012 RTP/SCS
Recurring weekday traffic congestion slows travel through the western parts of the corridor
## Corridor Travel Times

### Driving Times

<table>
<thead>
<tr>
<th>Origin</th>
<th>Destination</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>AM Peak</th>
<th>PM Peak</th>
<th>Midday Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td>Los Angeles</td>
<td>Indio</td>
<td>114 min</td>
<td>139 min</td>
<td>112 min</td>
<td>165 min</td>
<td>119 min</td>
</tr>
<tr>
<td>Indio</td>
<td>Los Angeles</td>
<td>141 min</td>
<td>114 min</td>
<td>130 min</td>
<td>119 min</td>
<td>116 min</td>
</tr>
</tbody>
</table>

Source: Caltrans Performance Measurement System (PeMS)

### Rail and Transit Travel Times

<table>
<thead>
<tr>
<th>Service</th>
<th>Western Terminus</th>
<th>Eastern Terminus</th>
<th>Travel Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset Limited</td>
<td>Los Angeles</td>
<td>Palm Springs</td>
<td>156 min</td>
</tr>
<tr>
<td>Amtrak Thruway/Pacific Surfliner</td>
<td>Los Angeles</td>
<td>Indio</td>
<td>240 min</td>
</tr>
<tr>
<td>SunLine 220 / Metrolink</td>
<td>Los Angeles</td>
<td>Palm Desert</td>
<td>234 min</td>
</tr>
<tr>
<td>Beaumont 120 / Metrolink</td>
<td>Los Angeles</td>
<td>Beaumont</td>
<td>145 min</td>
</tr>
<tr>
<td>Greyhound / Metrolink</td>
<td>Los Angeles</td>
<td>Indio</td>
<td>240 min</td>
</tr>
</tbody>
</table>

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