



COACHELLA VALLEY- SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Fast Facts

- **Los Angeles Basin:**
16.5 million population,
7.2 million jobs
- **Coachella Valley:**
443,000 population,
12.2 million annual visitors
- **Trips through Pass:**
130,000 daily
- **Route length:** 141 miles
- **Proposed initial daily round-trips:** 2
- **Running time Los Angeles-Indio:** 3 - 3.5 hours
- **Host railroads:** Union Pacific, BNSF Railway, SCRRA (Metrolink)
- **Stations being studied:** Up to 9
- **Current phase:** Planning/ Alternatives Analysis



April 23, 2015

Rail Corridor Service



Connecting Southern California

The Riverside County Transportation Commission (RCTC), in coordination with Caltrans, the Federal Railroad Administration and the Coachella Valley Association of Governments (CVAG), is studying the expansion of Amtrak passenger rail service to the Coachella Valley and San Gorgonio Pass. The service is envisioned to provide an integrated, sustainable travel mode, promote economic opportunities and foster more livable communities.

Currently, there are very limited transit connections between Los Angeles and the Coachella Valley. This service would provide new travel options between Los Angeles job centers and Coachella Valley tourism destinations.

Studying Rail Options, Potential Stations

RCTC is analyzing various alignments for the rail system and a number of station locations, in an effort to bring the best service to the region. West of Colton, the route could extend along the Metrolink San Bernardino Line, along the Union Pacific Railroad through Ontario and Pomona, along the Union Pacific Railroad through Riverside and Pomona, or along the BNSF Railway through Riverside and Fullerton. East of Colton, the line could operate on the Union Pacific Yuma Sub Line. Amtrak service is being considered, rather than Metrolink, because Amtrak has legislative authority to operate on private railroads.

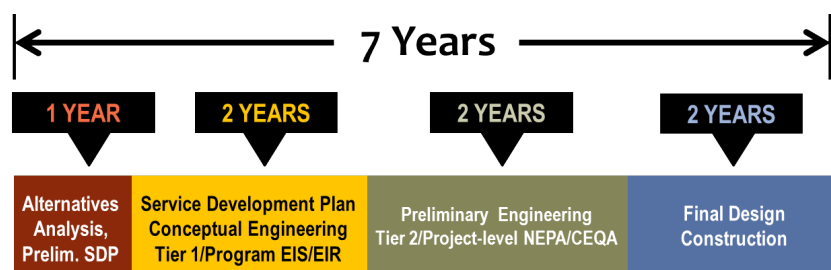
A number of station locations are being studied along the proposed rail alignments, including stations in the general geographic areas outlined on the map on the reverse side of this fact sheet.

Federal Railroad Administration Process

RCTC is following a process established by the Federal Railroad Administration to determine if rail service can be extended to the Coachella Valley. The process will enable RCTC to:

1. Determine if the project is ready for further study
2. Identify potential impacts to private railroad operations and how to address them cooperatively with the railroads
3. Provide a basis for obtaining federal funding for the new service
4. Receive environmental approval for the project

The timeline for completing this full process is approximately seven years, from the current "Alternatives Analysis/Preliminary Service Development Plan" phase to the "Final Design and Construction" phase. The current phase is expected to be completed in fall 2015. At that point, RCTC will determine if the project is ready to move to the next stage of planning.





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First Phase of Study Under Way to Determine Service Options

RCTC has begun the first phase of the Federal Railroad Administration process, which includes the Alternatives Analysis and Preliminary Service Development Plan. This phase will include the following elements:

- Market Analysis
- Purpose and Need Statement
- Alternatives Identification
- Preliminary Service Planning
- Alternatives Evaluation -- Ridership, Costs, Benefits, Environmental Constraints and Phasing

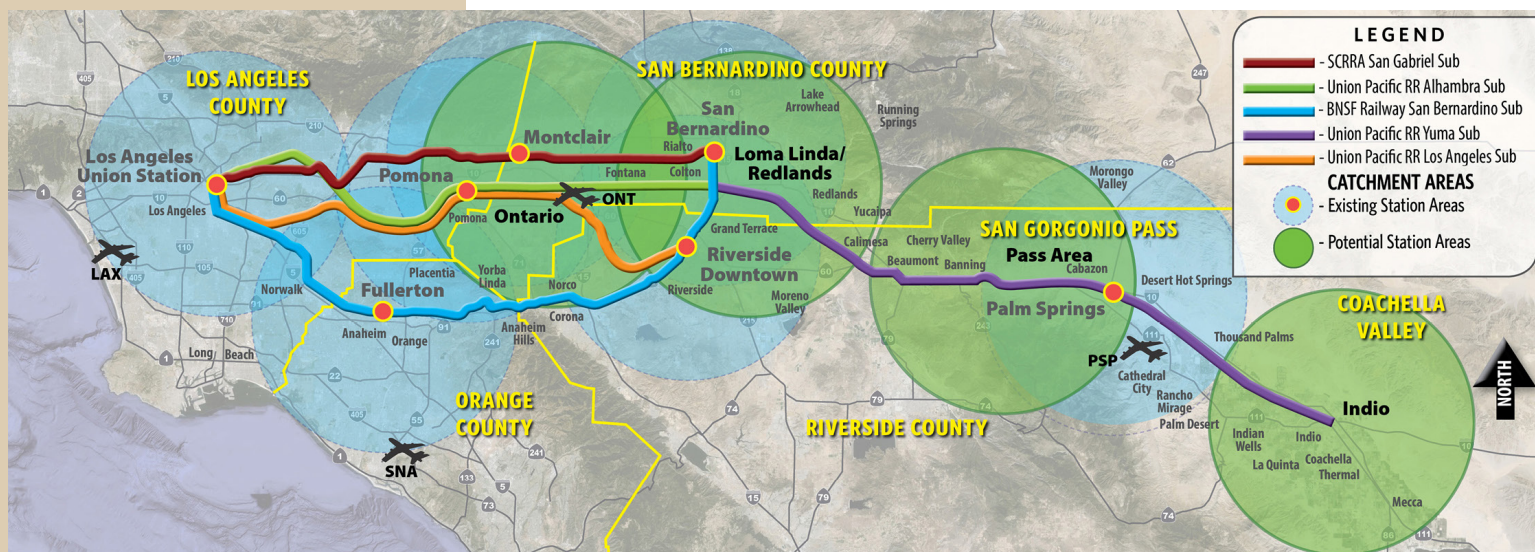
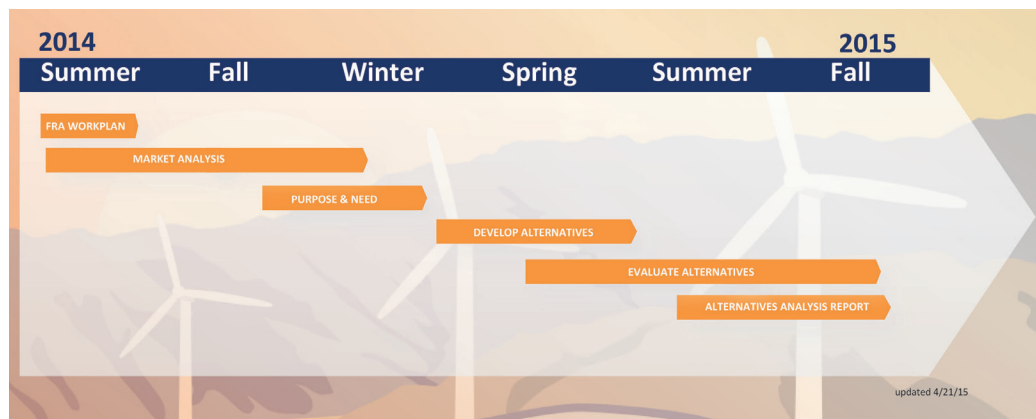
This first phase of study is expected to be completed in fall 2015. RCTC will use the findings from this first phase to decide whether the project should move forward for further study.

If RCTC makes the decision that rail service may be an option, the project then would enter the formal Environmental Document phase to examine potential impacts to the environment and ways to mitigate these impacts. If the project is approved, a Service Development Plan would be created and funding would be explored.

RCTC has formed a Technical Advisory Committee comprised of regional stakeholders and an Ad Hoc Committee of its Commission members. Public input also will be critical in the decision making process. Public meetings were held in February 2015, and RCTC is encouraging feedback about service routes, stations, ridership and other elements through an online survey, the project website and Facebook.

News Flash!

On April 16, the Federal Railroad Administration awarded a \$2.9 million grant to Caltrans and the Riverside County Transportation Commission. The funds will be available for the drafting of a full Service Development Plan and the appropriate environmental studies needed for project approval.



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