Coachella Valley-San Gorgonio Pass Corridor Rail Service

Public Outreach Meeting

February 26, 2015
Why We’re Having This Meeting

- Provide information about this study
- Learn about your travel needs and hear your comments and suggestions about a possible new Amtrak rail service between Los Angeles and Indio
Agenda for Tonight’s Meeting

5:30 pm   Open House
6:00 pm   Introductions
6:10 pm   Presentation
6:40 pm   Resume Open House
8:00 pm   Conclude Open House
The following slides describe:

- How many people travel in the corridor
- Differences in weekday vs. weekend volumes
- Available forms of transportation and trip times
- Travel patterns (where trips start and end)
130,000 trips through San Gorgonio Pass each weekday (total both directions)

Higher volumes on weekends:
  Friday +45%    Saturday +48%    Sunday +53%

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

- The 10, 60, and 91 freeways through the Los Angeles Basin
- The 10 freeway and Highway 111 through the Coachella Valley
- The 10 freeway is the only roadway through San Gorgonio Pass
## Very Limited Transit and Rail Connections

<table>
<thead>
<tr>
<th>Service</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amtrak Sunset Limited (Rail)</td>
<td>3 trains per week; late night service</td>
</tr>
<tr>
<td>Amtrak Thruway/Pacific Surfliner</td>
<td>2 round-trips per day; only for Amtrak passengers</td>
</tr>
<tr>
<td>SunLine Commuter Link Bus 220</td>
<td>2 trips to Riverside in AM; 2 trips from Riverside in PM</td>
</tr>
<tr>
<td>Beaumont Commuter Link Bus 120</td>
<td>7 daily round trips, Mon-Fri</td>
</tr>
</tbody>
</table>
## 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</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)

### Train, Bus, and Plane Trip Times*

<table>
<thead>
<tr>
<th></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</td>
<td>Los Angeles</td>
<td>Indio</td>
<td>240 min</td>
</tr>
<tr>
<td>United Airlines</td>
<td>Los Angeles (LAX)</td>
<td>Palm Springs</td>
<td>56 min</td>
</tr>
</tbody>
</table>

* Scheduled travel time only; does not include time at airport, train station, or bus station.

Sources: Amtrak, Metrolink, SunLine Transit, City of Beaumont, Greyhound, United Airlines
Geographic Distribution of Trips

- **Los Angeles County**
- **Orange County**
- **San Bernardino County**
- **Western Riverside County**

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>San Bernardino County</th>
<th>Western Riverside County</th>
<th>Overall</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Percent Growth 2010-2035</strong></td>
<td>42%</td>
<td>30%</td>
<td>62%</td>
<td>44%</td>
<td>47%</td>
</tr>
</tbody>
</table>

*Source: SCAG 2012 RTP/SCS*
What are the Needs?

1. Need for environmentally-friendly travel options
   - for people who do not have a car available
   - for people who prefer not to drive, or want to avoid congestion

2. Need for additional system capacity to serve future growth

3. Need for additional system capacity when I-10 shut down
Existing Rail Lines, Potential Station Areas

**West of Colton**
- SCRRRA (Metrolink SB Line)
- UP (Ontario, Pomona)
- UP (Riverside, Pomona)
- BNSF (Riverside, Fullerton)

**East of Colton**
- Union Pacific Yuma Sub

*Not all potential stations will be needed; construction and alignment alternatives will be determined in the future.*
Why Amtrak Service and not Metrolink?

- Congress has authorized Amtrak to operate on private railroads. Metrolink does not have that authorization.
- However, improvements to the rail line must be worked out in cooperation with the private railroad so the Amtrak service does not affect the railroad’s operations.
What is the Process for Starting Amtrak Service?

Federal Railroad Administration (FRA) Service Development process:

- Determines service potential
- Identifies impacts to private railroad operations
- Addresses impacts cooperatively with railroads
- Obtains environmental approvals
- Is the basis for obtaining federal funding
FRA’s Four-Phase Process

1. Preliminary Service Planning and Alternatives Analysis [we are in this phase]
2. FRA Service Development Plan, Conceptual Engineering, and corridor environmental analysis
3. Preliminary Engineering, environmental analysis for construction
4. Final Design, Construction
Schedule for Phase I

2014

Summer

FRA WORKPLAN

MARKET ANALYSIS

PURPOSE & NEED

Fall

Winter

Spring

2015

Summer

DEVELOP ALTERNATIVES

EVALUATE ALTERNATIVES

ALTERNATIVES ANALYSIS REPORT

Fall

We are here

updated 2/12/15
How to Keep Up to Date and Provide Input

- Fill out the survey/comment card
- Website CVRailProject.info with “Contact Us” section to facilitate feedback
- Facebook page CVRailProject with ongoing updates and two-way communication
- Project fact sheet and status update newsletters