



# 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 |

# Characteristics of Corridor Travelers

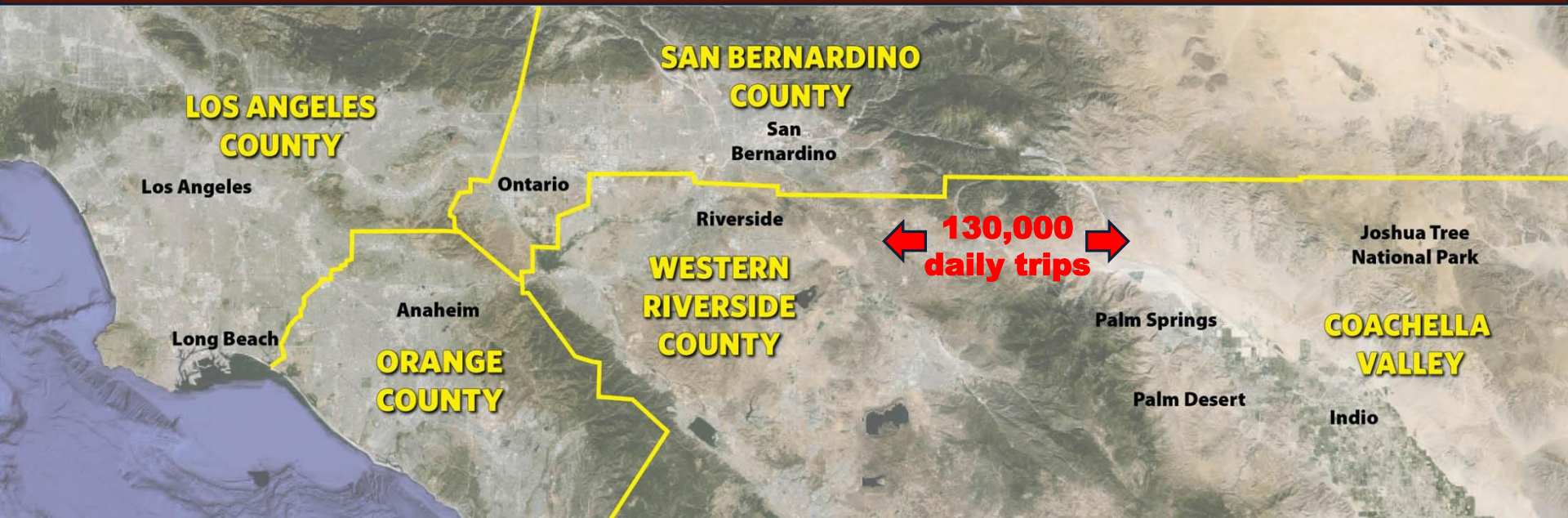
The following slides describe:

- 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)





# Travel Volumes through San Gorgonio Pass



- 130,000 trips through San Gorgonio Pass each weekday (total both directions)
- Higher volumes on weekends:  
Friday +45%    Saturday +48%    Sunday +53%

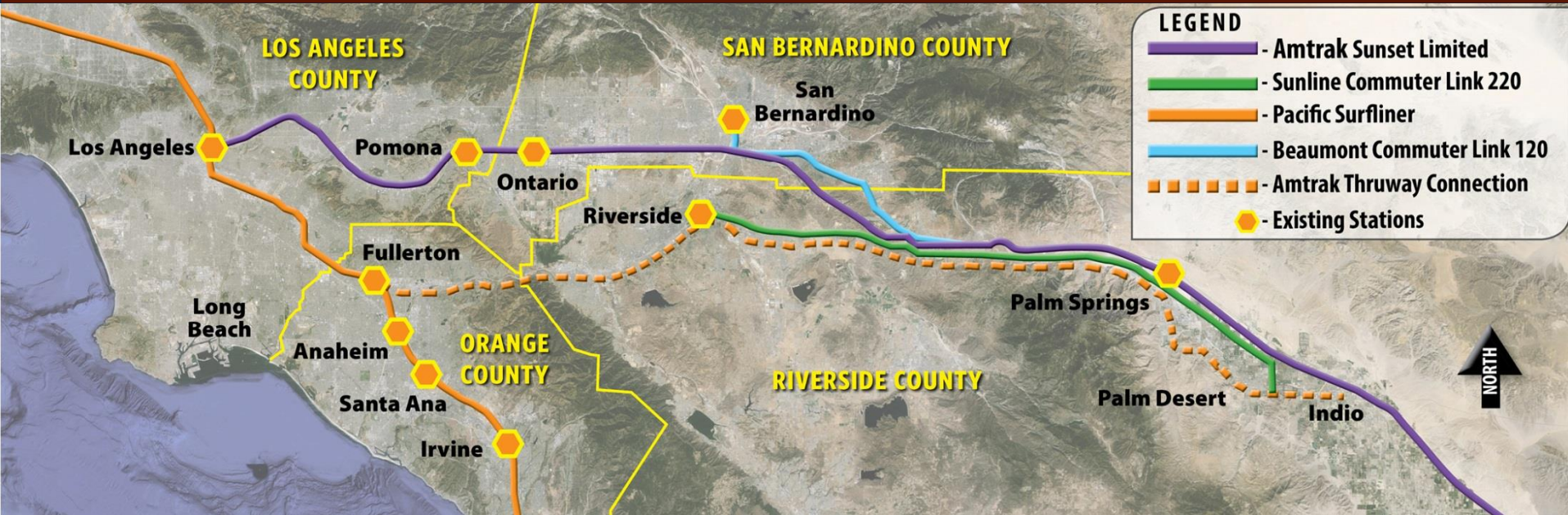
## Key Highways



- 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 Geronio Pass



# Very Limited Transit and Rail Connections



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

# Corridor Travel Times

## Driving Times

		Weekday		Friday		Saturday
Origin	Destination	AM Peak	PM Peak	AM Peak	PM Peak	Midday
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)

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

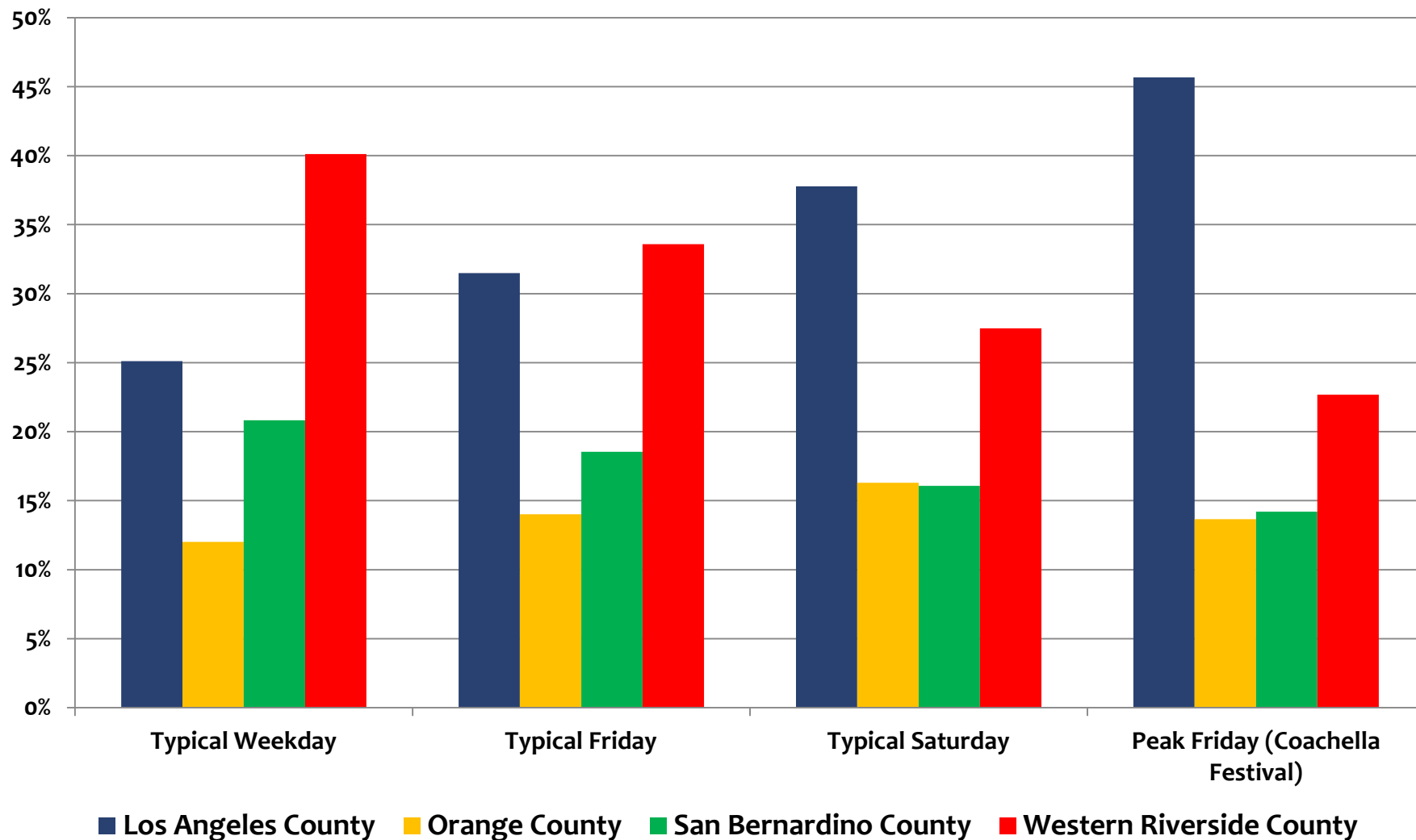
	Western Terminus	Eastern Terminus	Travel Time
Sunset Limited	Los Angeles	Palm Springs	156 min
Amtrak Thruway/Pacific Surfliner	Los Angeles	Indio	240 min
SunLine 220 / Metrolink	Los Angeles	Palm Desert	234 min
Beaumont 120 / Metrolink	Los Angeles	Beaumont	145 min
Greyhound	Los Angeles	Indio	240 min
United Airlines	Los Angeles (LAX)	Palm Springs	56 min

\* 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



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	San Bernardino County	Western Riverside County	Overall
Percent Growth 2010-2035	42%	30%	62%	44%	47%

Source: SCAG 2012 RTP/SCS



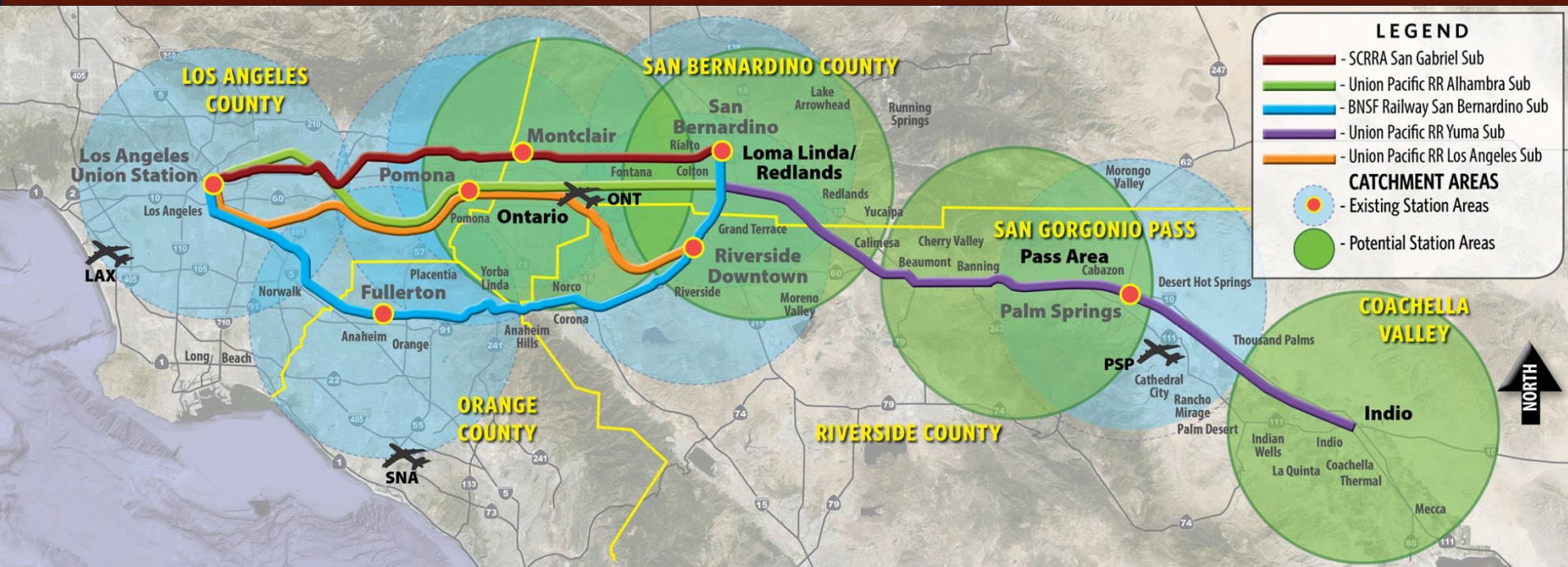
# What are the Needs?

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



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

## West of Colton

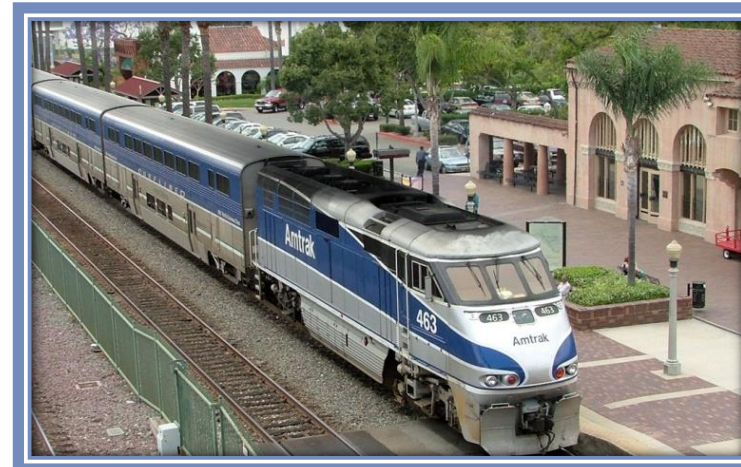
- SCRRA (Metrolink SB Line)
- UP (Ontario, Pomona)
- UP (Riverside, Pomona)
- BNSF (Riverside, Fullerton)

## East of Colton

- Union Pacific Yuma Sub

# 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

Fall

Winter

Spring

Summer

2015

Fall

FRA WORKPLAN

MARKET ANALYSIS

PURPOSE & NEED

DEVELOP ALTERNATIVES

EVALUATE ALTERNATIVES

ALTERNATIVES ANALYSIS REPORT

  
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

