



Coachella Valley Special Event Train Platform Development Project

State Rail Assistance Program Project Concept Descriptions

Lead Agency: Riverside County Transportation
Commission

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January 4, 2019

Mr. Brian Annis
Secretary
California State Transportation Agency
951 Capitol Mall, Suite 350B
Sacramento, CA 95814

RE: Coachella Festival Event Train Platform Development Project State Rail Assistance Program Project Concept Package

Dear Mr. Annis,

The Riverside County Transportation Commission (RCTC) appreciates the funding opportunity provided by CalSTA through the State Rail Assistance program and is pleased to submit the attached project concept for the Coachella Festival Event Train Platform Development Project.

In close cooperation with Caltrans and the FRA, RCTC has been actively engaged in the development of a Tier 1 Environmental Impact Statement/Report (EIS/R) for the Coachella Valley San Geronio Pass Rail Corridor. Production of the program level EIS/R is intended as the first step in the investigation towards the provision of daily round trip passenger rail service between Los Angeles and the Coachella Valley. This corridor has limited transit connectivity with the Los Angeles basin and currently has no intercity rail service. As such, our application seeks to enable the operation of a Special Event Train for the annual Coachella Music and Arts Festivals.

With I-10 as the sole major corridor for accessing the Coachella Valley, the Festival has a significant impact on mobility both for festival goers and residents of the Coachella Valley. The project is to provide for a temporary platform and improved pedestrian access to rail service at the City of Indio Transit Center, which is adjacent to the Union Pacific Railroad tracks. RCTC, in partnership with LOSSAN and Amtrak, have requested access to run the special trains from Union Pacific Railroad. Once approved, construction of this project will then allow for LOSSAN to operate the Special Event Trains for the Coachella Music and Arts Festivals and others as needed.

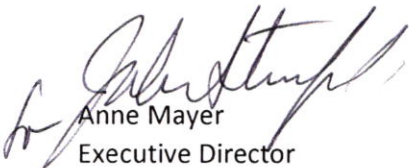
The Festival attracts in excess of 125,000 people and is one of the world's largest musical showcases in the world. The event provides an excellent opportunity for music fans to visit California and provides a significant and positive economic impact. However, the large crowds can lead to severe impacts on mobility for residents of the Coachella Valley, as well as degraded mobility for event attendees. The Special Event Train will contribute to congestion relief along the I-10 corridor through VMT reduction as well as a reduction in vehicle emissions and GHG, making for an improved experience for both residents and festival attendees.

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RCTC as a JPA member of LOSSAN in concert with the City of Indio and Goldenvoice as the festival promoter, seeks to provide the best mobility experience for the Festivals. To this end, RCTC is pledging to match the SRA grant funding request with \$2.7 million in Prop 1B money so as to ensure not only grant competitiveness but also, a good return to the State on its dollars spent for this project.

Thank you for considering our project for this exciting opportunity and we look forward to the telephone interview in which we can further discuss the merits of our project. In the meanwhile, should you or your staff have any questions regarding our application, please contact RCTC Rail Manager Sheldon Peterson at (951) 787-7141, or via email at SPeterson@rctc.org.

Sincerely,


Anne Mayer
Executive Director



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Project Overview

Emerging corridor regional agencies and jurisdictions are identified in the 2018 California State Rail Plan as entities currently engaged in coordinated planning with the Federal Railroad Administration (FRA), the State and host railroad operators for the development of new passenger rail corridors and services. It is expected that this effort will identify and provide opportunities to develop intercity and regional rail connections to the statewide passenger rail network.

The Riverside County Transportation Commission (RCTC) has been studying passenger service along rail corridor alignments between Los Angeles Union Station and Indio, CA since 1991 and was instrumental in having a corridor alignment identified in the 2014 California State Rail Plan update. Since that time, Caltrans Division of Rail in partnership with the FRA and RCTC have also undertaken the development of a Tier 1 EIS/R and Service Development Plan (SDP).



Coachella Event Train Service 2008

With the Tier 1 EIS/R effort, passenger service in this corridor is being studied to consider the potential for the provision of safe, reliable, affordable and convenient intercity passenger rail travel option to address mobility challenges that are likely to expand as growth in population, employment, and tourism increase.

With respect to the issue of tourism, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency in partnership with RCTC, intends to operate a Coachella Valley Special Event Train between Los Angeles Union Station (LAUS) and the Coachella Valley. The train would be operated during three spring weekends to serve the Coachella Valley Music and Arts Festival and the Stagecoach Festival.

The Coachella Music and Arts Festival is known world-wide and is seen as one of the premier music and arts festivals currently in existence. The Stagecoach Festival which operates after the two Coachella weekends is also instrumental in attracting a significant audience. During the three festival weekends which occur in the month of April, over 125,000 people arrive in the Coachella Valley. Many including out of state and out of country attendees, originate in the Los Angeles Basin and drive to the event grounds due to the lack of transit options.

The purpose of this application wherein RCTC is requesting \$5,942,510 in SRA funding through this call for projects, is specifically for the provision of festival related intercity train service. This service which currently does not exist, is necessary to mitigate significant congestion and air quality impacts due to the high number of attendees arriving in the Coachella Valley via the I-10 corridor.

Further compounding the issue of congestion on the route from Los Angeles to the Coachella Valley is the anticipated construction of the SR-60 Truck Climbing Lanes.

The project will widen a 4.5-mile section of State Route 60 between Gilman Springs Road and 1.4 miles west of Jack Rabbit Trail through unincorporated Riverside County between Moreno Valley and Beaumont. While the end goal of the project is to improve safety, efficiency and reduce traffic congestion, it will also cause a significant congestion point for access to the Festival during its construction. The provision of intercity event train service will go a long way towards mitigating the construction related effects of this needed project. Lastly, American Airlines has also announced round trip flights specifically to serve the festival. At \$334 for a round trip ticket into Palm Springs from LAX, the proposed fare for the Coachella Valley Special Event Train is less than half of the air fare proposed by American. In consideration of the environmental merits of train service in comparison to the use of short hop flights along with much better first mile/list mile connectivity, there is also a very compelling case to be made for attendees to consider intercity train service as a viable and alternative travel mode to access the festival.

DESCRIPTION	TOTAL
Project Cost	\$8,688,241
RCTC Supplied Match (Prop 1b PTMSIEA)	\$2,745,731
SRA Funds Requested	\$5,942,510

Project Description

In order for the Coachella Valley Special Event Train to operate, a temporary station (platform) will need to be constructed to facilitate passenger loading/unloading and baggage handling operations. RCTC in partnership with LOSSAN and the City of Indio propose to leverage the City of Indio Transportation Center to facilitate passenger transfer between the Transportation Center and the festival grounds. It is this temporary station (platform) project which is the subject of this request for funding.

RCTC as a County Transportation Commission established under AB1246 is charged to coordinate, manage and plan transportation projects in Riverside County. As a Regional Transportation Planning Agency identified in the 2018 State Rail Plan as being engaged in developing an “emerging corridor”, RCTC is heavily invested in the Coachella Valley– San Geronio Pass Rail Corridor Study which consists of a Tier 1 Programmatic EIS/R and Service Development Plan (SDP). RCTC as a Joint Power Authority (JPA) member of LOSSAN is also invested in the provision of the Coachella Valley Special Event Train as a means of mitigating festival related impacts on the current transportation network.

The proposed location for the event platform is on a Union Pacific Railroad (UP) lot (83100 Indio Boulevard, Indio, California 92201), which currently contains a siding used for train storage. RCTC is proposing to utilize this station with UP permission. The temporary platform will be 900’ in length in order to accommodate an envisioned 10 car set. In addition to the temporary platform, the existing siding rails and ties are proposed to be demolished and replaced with new rails and ties along with the installation of a new power switch to be designed and constructed in coordination with Union Pacific.

This grant application seeks funding in order to finalize the design for this temporary facility, obtain the appropriate permits as well as approval from UP, and to construct the temporary station (platform). Other elements include a 40 feet drip pan panel, drainage and oil separator tank construction, a water cabinet, electrical service, air compressor installation and a storage shed. Ancillary work will also include asphalt paving for passenger access to and from the City of Indio Transportation Center and Indio Boulevard.

The 10-car train set being proposed for the Coachella Valley Event Train is Pacific Surfliner equipment, similar to the Del Mar train sets. Each train set accommodates up to 750 riders per trip. It is anticipated that the service will attract 700 riders per peak trip on the Coachella Valley Special Event Train, making the proposed platform and ancillary work ideal to support the new service.

Project Benefits and Expected Outcomes

County transportation agencies, regional commissions, JPAs, regional passenger rail agencies, and privately owned freight railroads play important roles in the delivery of passenger and freight rail services in California. Together, these agencies support statewide planning goals through the planning, funding, and provision of rail services. The Coachella Valley Special Event Train proposed to be operated by LOSSAN is consistent with these goals and objectives.

The 2018 California State Rail Plan's integrated service concept lays the foundation for a coordinated rail network. RCTC as JPA members of both LOSSAN and Metrolink is keenly aware of the impact that the festival can have on residents and constituents of the I-10 corridor as well as cities local to the festival grounds. Integration and coordination of rail service, transfers and the use of a passenger rail service as a viable alternative means of accessing the event grounds can deliver immediate relief from air quality, mobility and quality of life impacts resulting from the festivals.

INCREASED RIDERSHIP THROUGH INTEGRATION AND EXPANDED RAIL SERVICES

The proposed project will support integration and connectivity with the State's rail and transit operations. The proposed Los Angeles terminus for the Coachella Valley Special Event Train is LAUS, which is the hub for Amtrak's intercity and long-distance passenger rail services, Los Angeles' Metrolink commuter rail services, Metro's heavy- and light-rail systems, bus system, and numerous other municipal bus operators, including a direct link to the Los Angeles International Airport (LAX) via the Fly-Away Express Bus. As such, the proposed project will increase ridership and expand the existing rail system by providing special passenger train service between Los Angeles and the Coachella Valley during the annual three-weekend music festivals. The project will attract new riders and therefore displace automobile trips that would have otherwise congested the regions highways and freeways. The western station stop at LAUS (where riders are able to conveniently transfer to other modes to travel to areas throughout the Los Angeles Basin) is intended to attract and serve the largest possible ridership. The Coachella Valley Special Event Train is anticipated to enhance the existing transit service offered by both public and private transportation providers.

REDUCED EMISSIONS AND VEHICLE MILES TRAVELED

California's vehicle, fuel, and land use policies are also very pointedly aimed so as to achieve a significant decrease in passenger vehicle transportation emissions over the next two decades. Because rail travel generates significantly lower greenhouse gas (GHG) emissions per passenger mile than autos and trucks, investment in rail facilities promotes progress toward meeting the State GHG emissions reduction goals.

With respect to this project, the provision of rail service for the festival will allow for significant GHG and vehicle miles traveled (VMT) savings along the corridor

The 2018 Transit and Intercity Rail Capital Program (TIRCP) application for the event train and temporary station (platform) identified a GHG (Greenhouse Gas) savings of 149 metric tons reduced per year of operation and a savings of 480,000 VMT reduced for each year of operation making the improved platform a critical piece in rail service and achieving air quality goals.

MULTIMODAL CONNECTIVITY AND STATION PLANNING

Land use and transportation policy are connected and co-dependent. The ultimate goal of both is to sustainably manage growth while continuing to facilitate economic development and improved quality of life. Many local jurisdictions have begun implementing land use policies targeted toward transit-oriented development, infill development and other strategies. This type of land use strategy can help solve the first mile/last mile challenge, maximize ridership and integrate services.

In this regard, RCTC in partnership with the City of Indio proposes to leverage the existing Indio Transportation Center. Currently, Sunline serves the station as does Greyhound. With additional work as identified and requested through this funding application, Indio's existing investment in street paving, street lighting and access to the transportation center can now be utilized to provide for a safe and reliable passenger experience for those who choose to utilize the Coachella Valley Special Event Train to access the festivals. The station can also be used for the provision of shuttle service to and from festival grounds and to provide access for Transportation Network Companies (TNC's) such as Uber and Lyft in order to solve critical first mile/last mile issues for the festivals.

Project Conformance with State Plans

It is important to point out that this project is entirely consistent with various elements of 2018 California State Rail Plan goals, objectives and policies. Examples of this conformance are as follows:

2018 STATE RAIL PLAN GOAL 1: IMPROVE MULTIMODAL MOBILITY AND ACCESSIBILITY FOR ALL PEOPLE – POLICY 3 (PROVIDE VIABLE AND EQUITABLE MULTIMODAL CHOICES INCLUDING ACTIVE TRANSPORTATION)

The 2040 vision for California Transportation Plan (CTP) establishes a State interest in connecting the most populous California cities and communities via passenger rail network to provide transportation options for the entire state, using existing or planned rail rights-of way and corridors.

The corridor bounded by I-10 east of Colton has very little transit service between the major population areas of Los Angeles County, Orange County and the Coachella Valley located in Eastern Riverside County. Amtrak train service occurs 3 times per week at odd hours and there is no viable daily express bus service along the entire length of the corridor. Available transit service requires multiple transfers and operates at a significant time disadvantage; all of which act as a deterrent to those who wish to utilize public transit to access the festival. Implementation of the Coachella Valley Special Event Train will solve these problems by offering a one seat ride from the major transit hub of LAUS to the Indio Transportation Center which is then a short 4.5 mile trip to the festival grounds. As stated, the temporary station (platform) is necessary in order to facilitate the train service.

2018 CALIFORNIA STATE RAIL PLAN GOAL 2: PRESERVE THE MULTIMODAL TRANSPORTATION SYSTEM - POLICY 3 (ADAPT THE TRANSPORTATION SYSTEM TO REDUCE IMPACTS FROM CLIMATE CHANGE)

All State infrastructure planning and investments need to be made in a manner that facilitates meeting the State's climate goals, and prioritizes actions that build both climate preparedness and reduce GHG emissions. As stated, the temporary station/platform is necessary in order for the Coachella Valley Special Event Train to

operate, which in turn will allow the State to claim the GHG and VMT reduction savings as proposed by LOSSAN related to the planned operation of the event train.

2018 CALIFORNIA STATE RAIL PLAN GOAL 3: SUPPORT A VIBRANT ECONOMY - POLICY 1 (SUPPORT TRANSPORTATION CHOICES TO ENHANCE ECONOMIC ACTIVITY)

Currently many passenger rail operations share tracks owned by UP and BNSF. The infrastructure requirements for additional passenger rail service will be negotiated between public rail operators and private railroad companies. Requirements and negotiated terms for further shared use of freight railroad track may include major investments to enhance the capacity of these lines. As a JPA member of LOSSAN, RCTC is actively engaging the host railroads on the corridor in order to operate the Coachella Valley Special Event Train on the BNSF San Bernardino and UP Yuma subdivisions.

There is also continuing discussion with UP to renovate and utilize the existing UP siding located along Indio Boulevard adjacent to the City of Indio Transportation Center.

As a JPA member of Metrolink, RCTC will also coordinate with Metro to access the River subdivision and utilize LAUS as the western terminus of the Coachella Valley Special Event Train.

2018 STATE RAIL PLAN GOAL 6: PRACTICE ENVIRONMENTAL STEWARDSHIP - POLICY 1 (INTEGRATE ENVIRONMENTAL CONSIDERATIONS IN ALL STAGES OF PLANNING AND IMPLEMENTATION)

The 2040 CTP Vision represents a significant state strategy for meeting California's future mobility needs and environmental goals by developing and investing-in a clean, efficient State rail network for the movement of people and goods. The 2018 California State Rail Plan provides a program- level platform from which more detailed service and environmental analysis must be conducted by the State and rail operators as the 2040 CTP Vision is implemented.

This short term project is aligned with the longer term goals of the Coachella Valley San Geronio Pass Rail Corridor Study Tier 1 Program EIS/R and SDP which



proposes daily round trip service between Coachella/Indio and LAUS. Given that the temporary station (platform) is necessary for the operation of the Coachella Valley Special Event Train, this project also satisfies its consistency with this element of the 2018 California State Rail Plan.

2018 CALIFORNIA STATE RAIL PLAN GOAL 6: PRACTICE ENVIRONMENTAL STEWARDSHIP – POLICY 3 (REDUCE GREENHOUSE GAS EMISSIONS AND OTHER AIR POLLUTANTS)

As stated above, the project if funded, will allow for the State to accomplish significant GHG and VMT reductions savings via the operation of the Coachella Valley Special Event Train proposed by LOSSAN.

Project Funding Plan

DESCRIPTION	TOTAL
Project Cost	\$8,688,241
RCTC Supplied Match (Prop 1b PTMSIEA)	\$2,745,731
SRA Funds Requested	\$5,942,510

Project Cost Estimate

DESCRIPTION	TOTAL
PLATFORM	
Design-Document from BOD through IFB for 900' platform	\$260,768
Construction	\$2,601,566
Asphalt (Bus and passenger pick-up and drop-off)	\$200,000
TRACKWORK	
Demo existing rails and ties and replace with new rails and ties	\$555,000
Power Switch	\$1,500,000
Drip Pan (400 Foot Panel)	\$200,000
Drainage and Oil Water Separator Tank	\$375,000
Water Cabinet (including water source from the City and main backflow)	\$300,000
Electrical (1200A main, sub panel, 480 ground power)	\$250,000
Air Compressor (Pad, 50HP Air Compressor and associated piping)	\$150,000
Storage Shed	\$35,000
TOTAL CONSTRUCTION COSTS	\$6,427,334
ANCILLARY COSTS	
Railroad Protective Insurance	\$321,367
Project Manager Time	\$150,000
Project Manager Travel	\$17,500
Host Railroad Charges	\$324,000
Project Contingency (20%)	\$1,448,040
TOTAL ANCILLARY COSTS	\$2,260,907
TOTAL PROJECT COST	\$8,688,241



Project Schedule

PROJECT SCHEDULE	2019								2020		
	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Initiate Project Plan, Specification and Estimate	◆										
Project Approvals Secured											
Request for Bids Issued											
Construction Contract Bids Due											
Construction Contract Awarded/Notice to Proceed Issued											
Construction Commences											
Construction is Complete/Station Ready for Service											

Project Cash Flow

PROJECT CASH FLOW	
2019	May \$ 100,000
	Jun \$ 250,000
	Aug \$ 472,000
	Sep \$ 472,000
	Oct \$ 472,000
	Nov \$ 744,500
	Dec \$ 1,423,000
2020	Jan \$ 1,773,000
	Feb \$ 1,850,000
	Mar \$ 1,131,741

Total: \$8,688,241



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