

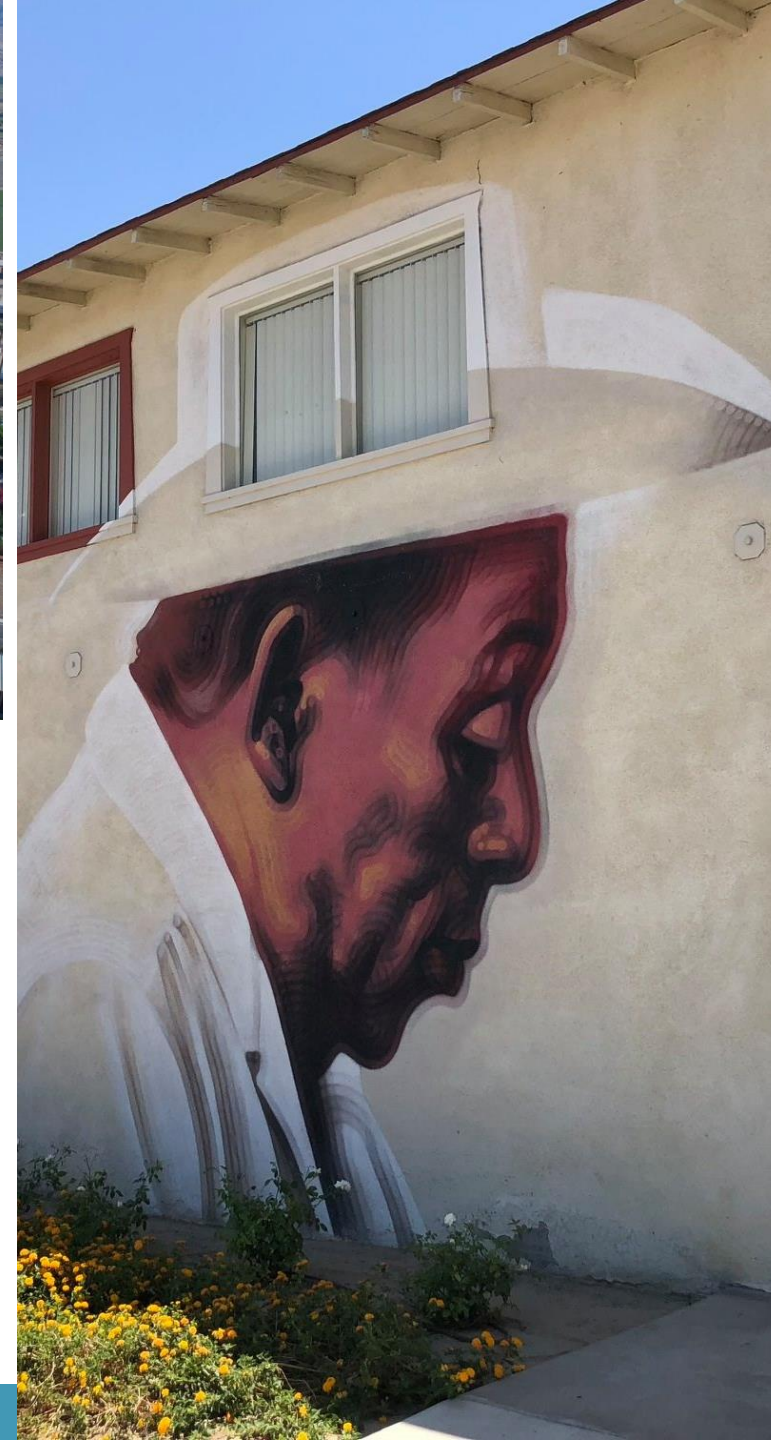


Coachella Rail Station Feasibility Study and Integrated Land Use and Transit Network

Technical Advisory Committee – Meeting 1



October 24, 2024



Agenda

- Introductions
- Background
- Study Purpose and Process
- TAC Role / Community Engagement
- Discussion – Goals and Site Evaluation Criteria
- Station Site Alternatives
- Next Steps

Background - City of Coachella



GENERAL PLAN UPDATE

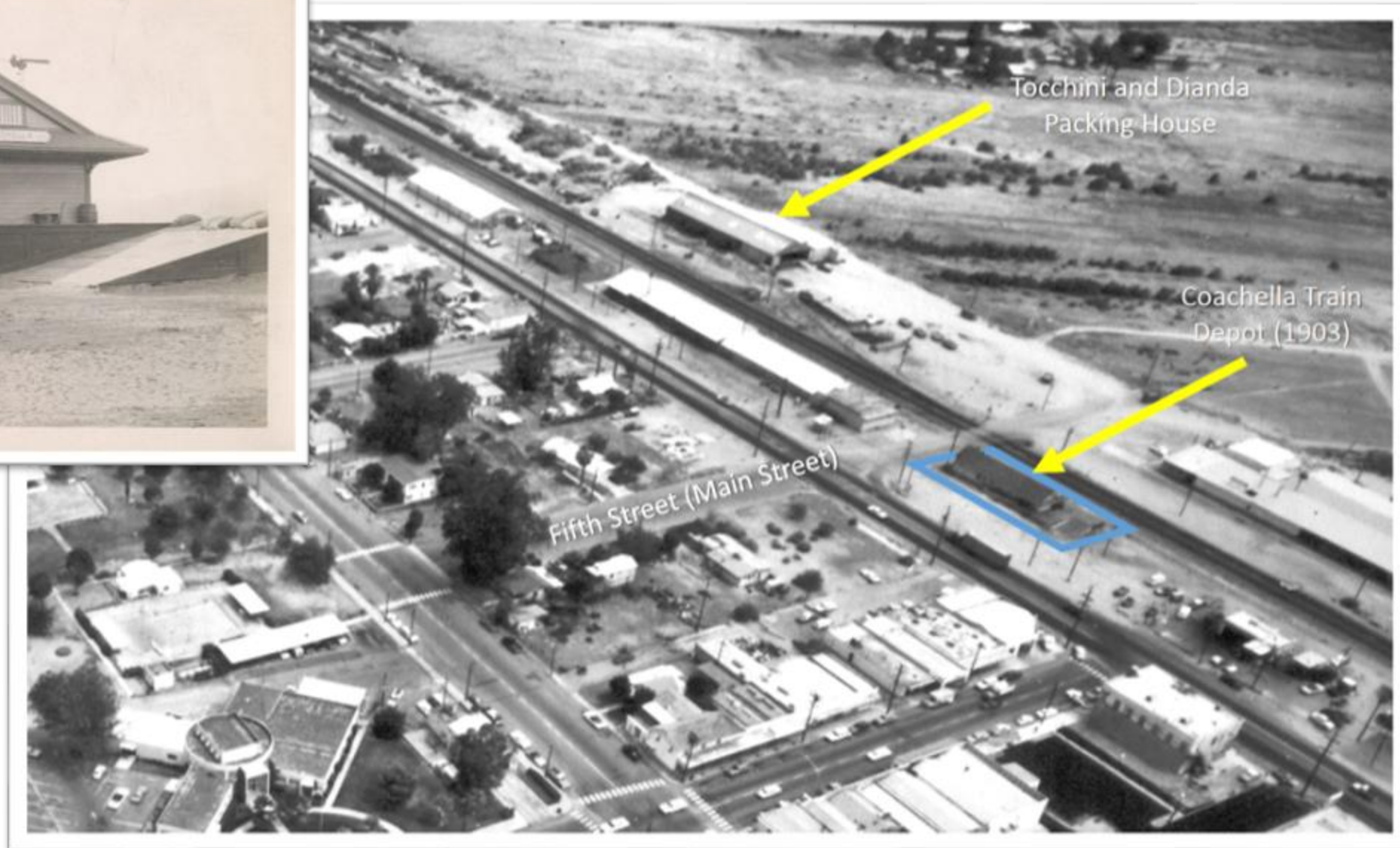
CITY OF COACHELLA, CALIFORNIA
Adopted April 22, 2015

Guiding Principles Include:

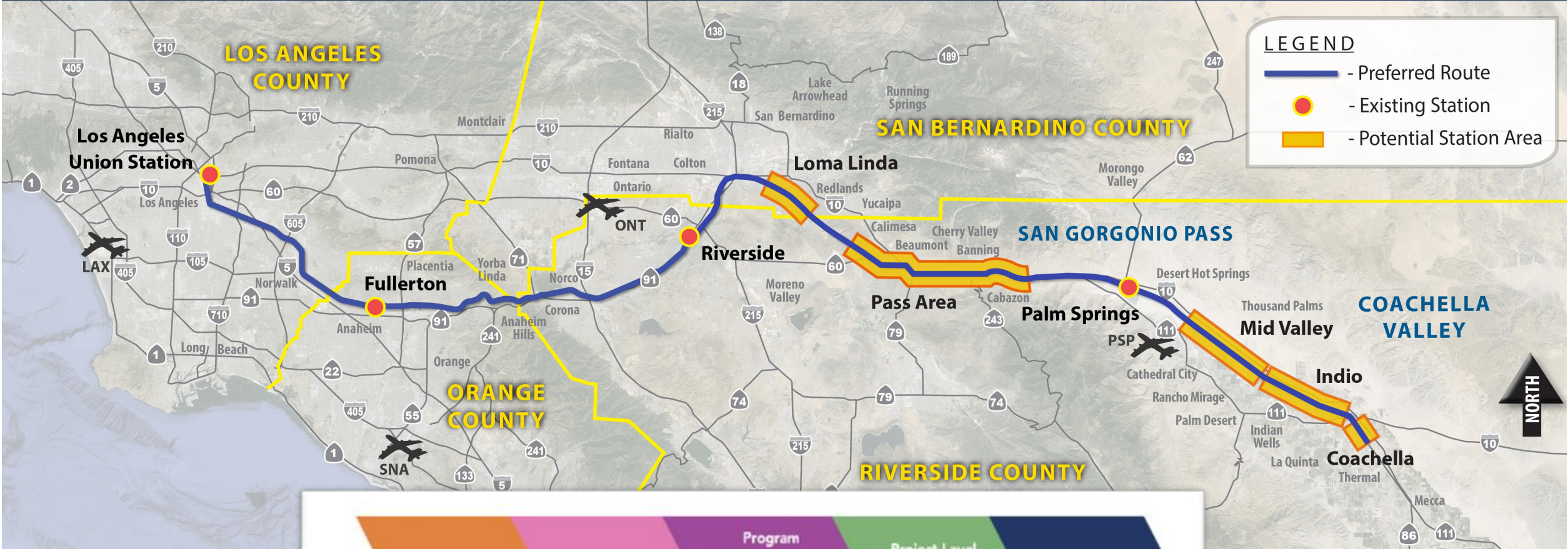
- Walkability
- Multimodal mobility
- Range of housing types
- Diverse economy
- Public health
- Complete neighborhoods
- Entertainment center
- Education center



Background – Coachella Train Depot



Proposed Coachella Valley – San Geronio Rail Service



Background – REAP 2.0 Program



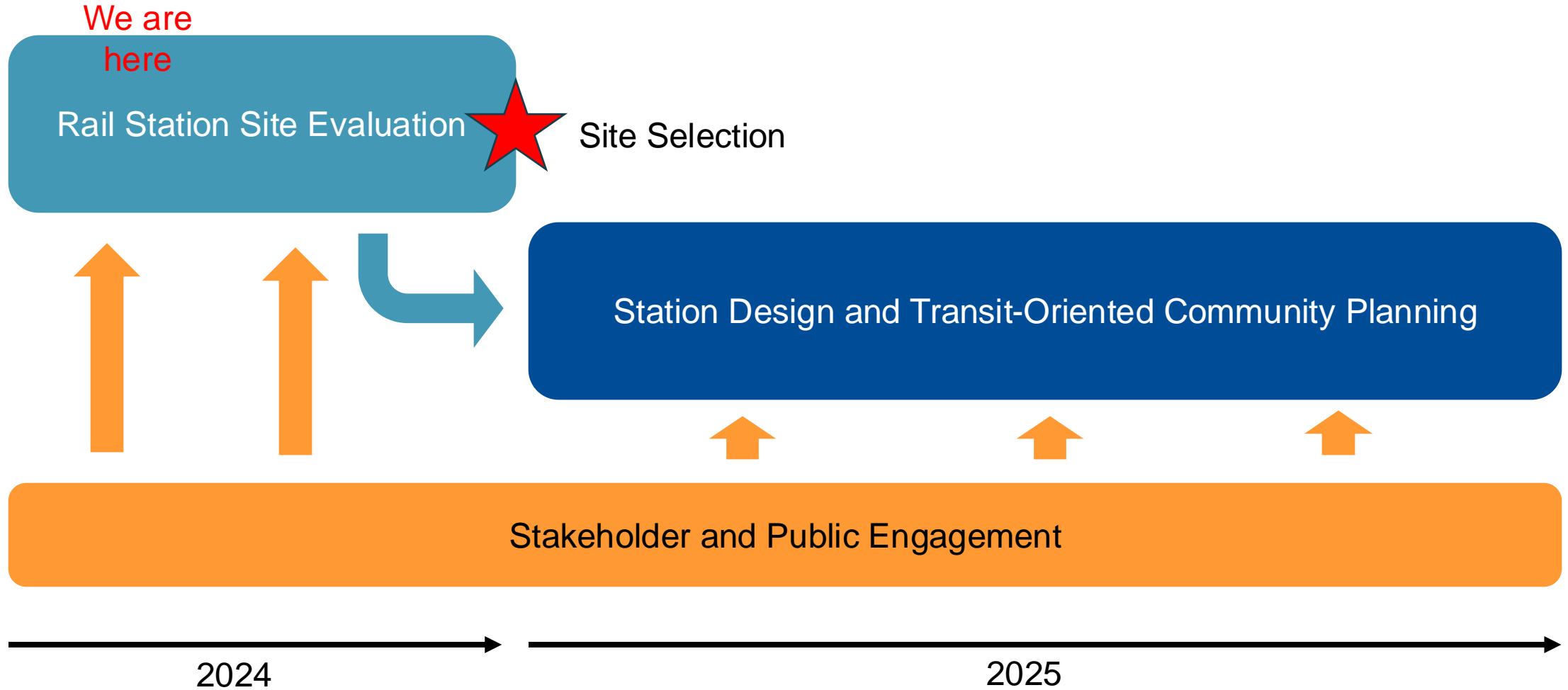
REAP – Regional Early Action Planning

“The Regional Early Action Planning Grants (REAP) 2.0 program is a flexible program that seeks to accelerate progress toward state housing goals and climate commitments through a strengthened partnership between the state, its regions, and local entities. REAP 2.0 seeks to accelerate infill housing development, reduce vehicle miles traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing, and implement adopted regional and local plans to achieve these goals.”

Study Purposes

- Evaluate potential Coachella locations for CV rail station site and layover facility
- Selected a preferred station location
- For the preferred location, develop:
 - Preliminary engineering plans, architectural drawings, and connectivity plans for the rail station
 - Transit-oriented community plans and economic development strategies for the surrounding area

Study Process



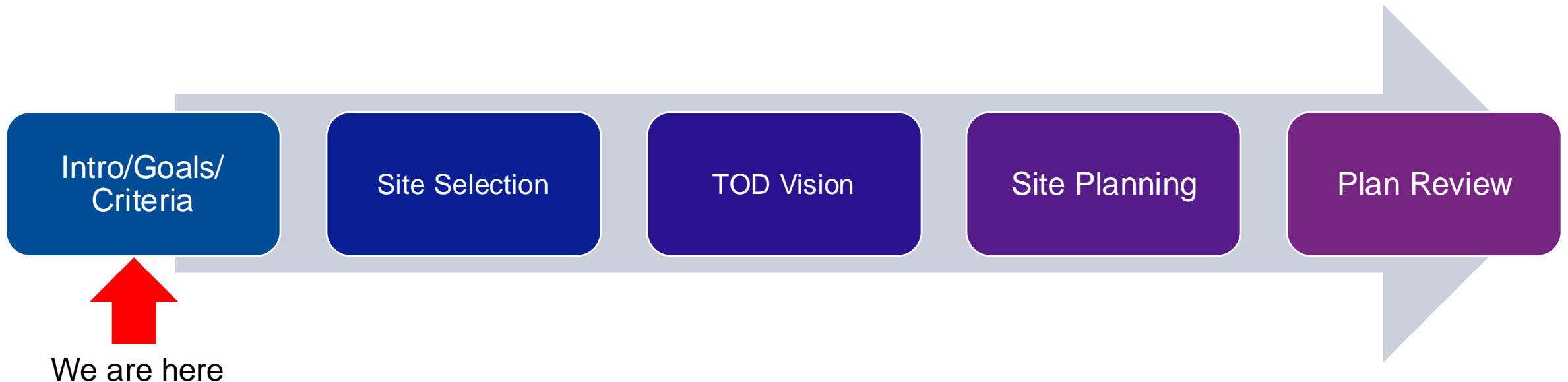
Technical Advisory Committee (TAC) Role

Role

- Help guide the study
- Attend quarterly meetings
- Review recommendations
- Provide forum for coordination

Input we seek throughout the study

- Known issues
- Local perspective
- Potential challenges
- Potential opportunities



Community Engagement

Community participation is crucial to the study's success:

- Study awareness and notification
- In-person workshops
- Online engagement

First community meeting November 21

We need your help to spread the word!

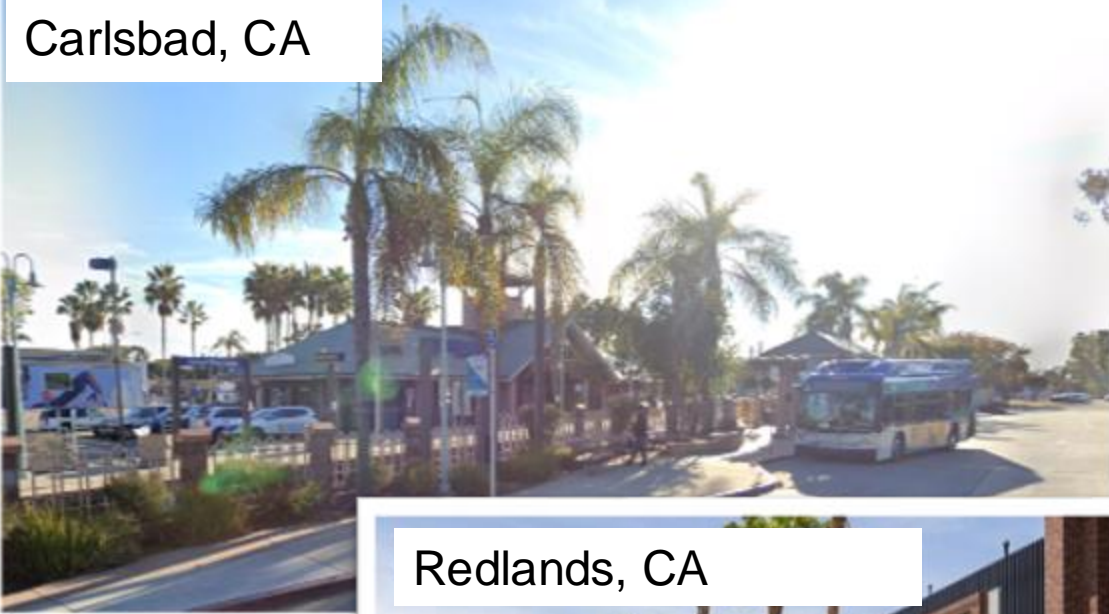


Station Site Selection Process

1. Collaboratively develop goals/evaluation criteria to determine a preferred site
2. Identify **up to three** potential station locations to evaluate
3. Analyze existing conditions for each station site
4. Analyze sites according to evaluation criteria
5. Present results and recommend a preferred location

Discussion: Station Roles

Carlsbad, CA



Redlands, CA



San Bernardino, CA



Palm Springs, CA



Stations, Land Use and Circulation

Station planning goes beyond the station itself to encompass the surrounding community

Soledad, CA



Indio, CA

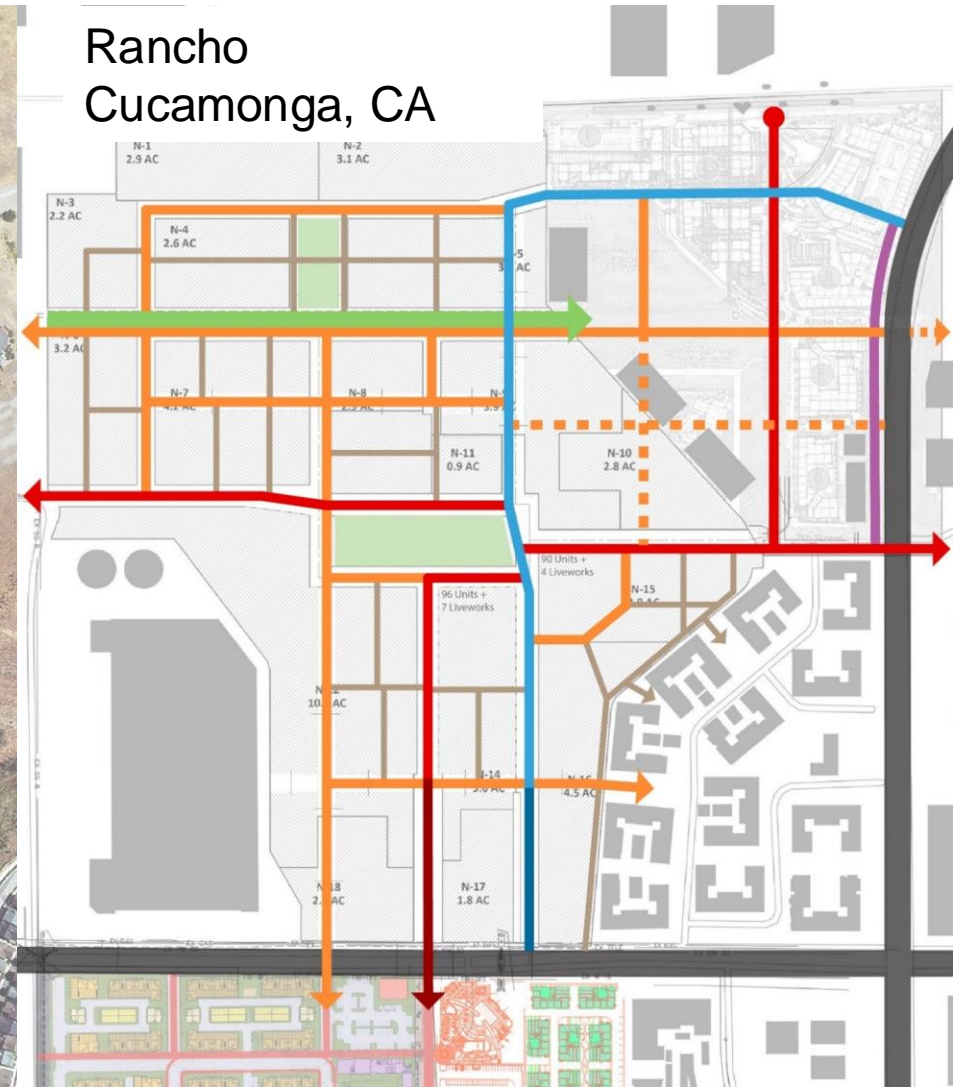


Stations, Land Use and Circulation

Hercules, CA

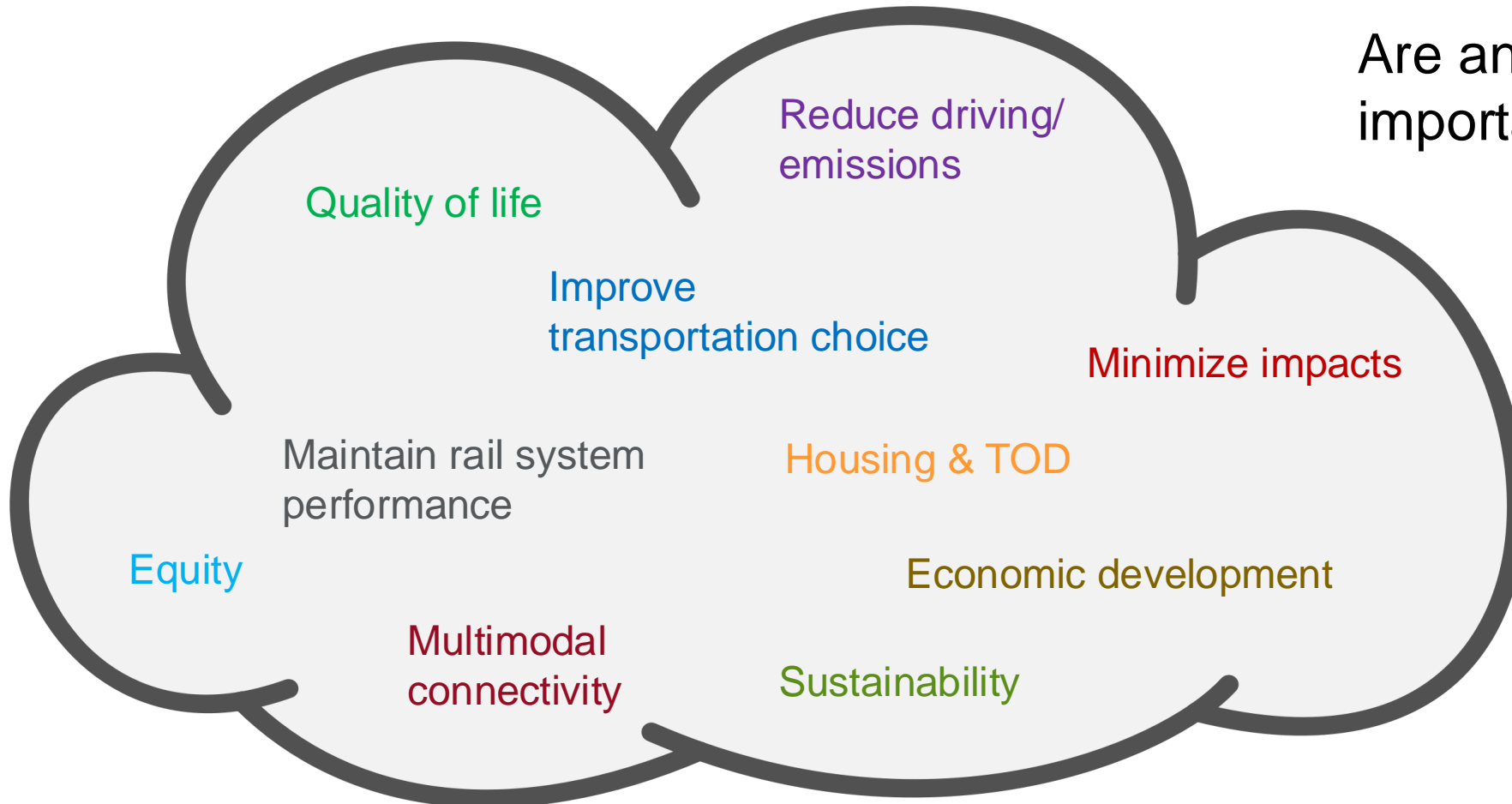


Rancho Cucamonga, CA



Discussion: Study Goals

What are some potential goals of a new rail station and the surrounding area?



Are any of them more important than others?

Discussion – Evaluation Factors

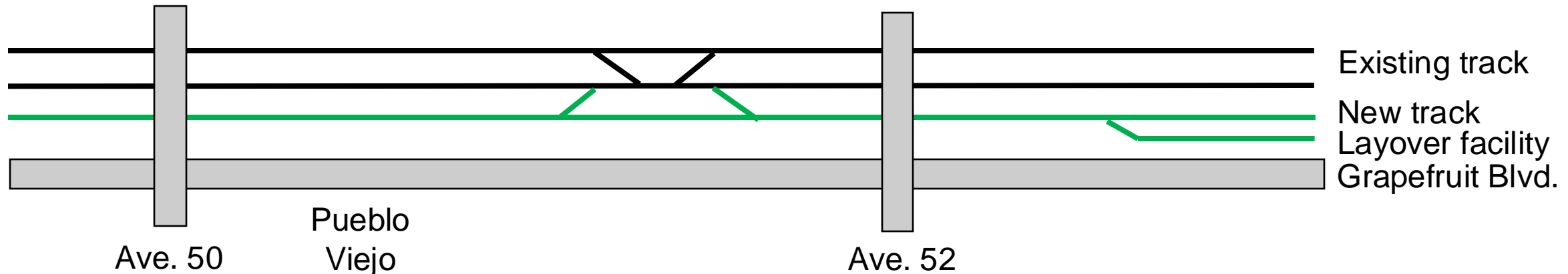
How should we determine a preferred station location?

Rail engineering feasibility	<ul style="list-style-type: none">• Physical constraints• Operational constraints
Land use/development compatibility	<ul style="list-style-type: none">• Consistency with plans and policies• Potential for transit-oriented development• Economic development potential
Environmental constraints	<ul style="list-style-type: none">• Biological/cultural resources• Geotechnical conditions
Accessibility/connectivity	<ul style="list-style-type: none">• Bike/pedestrian• Transit• Auto
Equity and Environmental Justice	<ul style="list-style-type: none">• Station area demographics• Potential for benefits/impacts
Ridership potential	<ul style="list-style-type: none">• Existing/planned population/employment• Key generators
Costs	<ul style="list-style-type: none">• Capital• Maintenance

Rail Corridor Characteristics & Assumptions

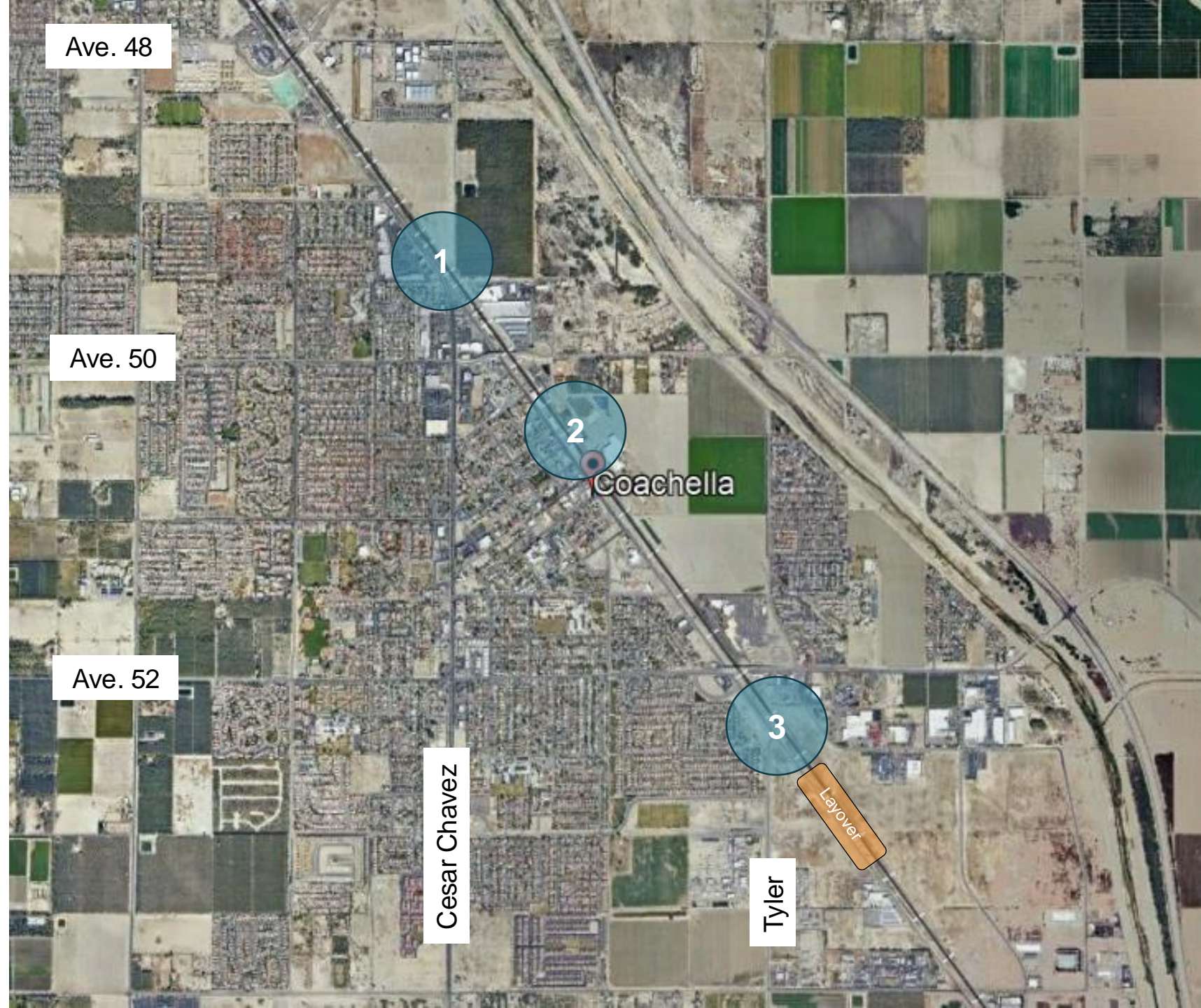
- Rail right-of-way owned by Union Pacific
- CV Rail continuous third main track located on west/south side of corridor
- Crossover location south of Pueblo Viejo
- Two round trips per day at first, with eventually more
- Layover facility located south of Ave. 52

ITEM	ITEM DESCRIPTION	REFERENCED REQUIREMENTS	REFERENCE
1	Length of trains	Minimum 420 feet	SDP
2	Platform Lengths (Intercity)	Preferred: 680 feet; Minimum: 680 feet	SDP
3	Platform Lengths (Amtrak LD)	Preferred: 1,200 feet; Minimum: 1,000 feet	SDP
4	Platform Widths (Side Platforms)	Preferred: 15 feet; Absolute: 12 feet	SDP
5	Platform Widths (Center Island)	Preferred: 30 feet; Absolute: 26 feet	SDP
6	Number of Platform Edges	Platform edge on every main track	SDP
7	Number of Parking Spaces	30	SDP
8	Bus Bays	1 to 3	SDP
9	TOD or Other Space Needs	N/A	SDP
10	Layover Facility - Tracks	Initially 1 or 2 tracks; Ultimate TBD	SDP
11	Fueling Locomotives	By truck, "direct-to-locomotive"	SDP
12	Drip Pans and OWS	Required	SDP
13	Potable Water Stations	For locomotives and passenger cars	SDP
14	Sewage Disposal	Dumps, pipes, and/or "honey wagons"	SDP
15	Interior Cleaning & Restocking	Stairs for access OK	SDP
16	Disposal of Trash & Consumables	Required	SDP
17	Small Structure	Crew locker/restroom, car cleaning, etc. (~2000 SF)	BOD



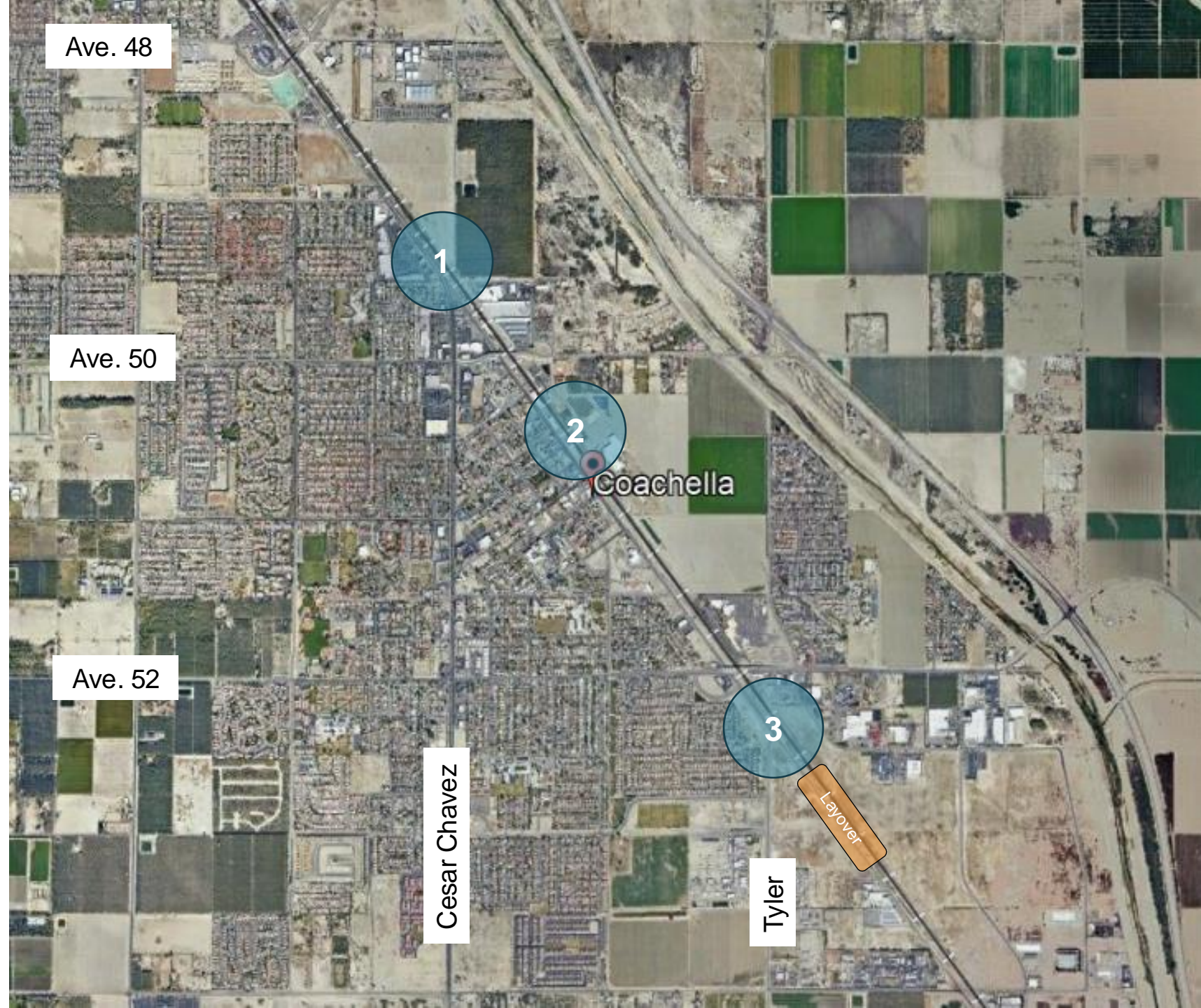
Potential Station Locations

1. La Plaza area
2. Pueblo Viejo area
3. South of Ave. 52



Discussion

- Preliminary thoughts/ concerns regarding potential sites?



Next Steps

- Community meeting **November 21**
- Finalize evaluation factors
- Analyze existing conditions at each potential station location
- Analyze sites according to evaluation criteria
- Second TAC meeting with station site recommendation – early 2025