3.2 Land Use and Planning

3.2.1 Introduction

This section identifies the land use distribution within the Tier 1/Program EIS/EIR Study Area and provides an evaluation of land use-related effects associated with the No Build Alternative and Build Alternative Options. Information contained in this section is summarized from the *Land Use and Planning Technical Memorandum* (Appendix B of this Tier 1/Program EIS/EIR).

3.2.2 Regulatory Framework

In accordance with NEPA (42 USC Section 4321 et seq.), CEQ regulations implementing NEPA (40 CFR Parts 1501-1508), FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999), and CEQA, FRA identified land use resources within the Tier 1/Program EIS/EIR Study Area and evaluated the potential impacts on those resources from implementation of the Build Alternative Options.

Federal

Federal Land Policy and Management Act

The Federal Land Policy and Management Act (43 CFR Part 35) provides for the proper management and protection of property and natural and cultural resources within areas under the jurisdiction of the Bureau of Land Management (BLM), including national monuments, federal recreation areas, and conservation areas. It establishes the regulations governing coordination and grants for ROWs that cross public lands managed by BLM.

Farmland Protection Policy Act

The Farmland Protection Policy Act (7 USC Sections 4201–4209 and 7 CFR Part 658) was established to minimize the conversion of farmland to non-agricultural uses as part of a federal undertaking. The Farmland Protection Policy Act was intended to assure that federal programs are administered in a way that is compatible with state, local, and private programs to protect farmland. Farmland subject to the Farmland Protection Policy Act includes prime or unique farmlands or farmland that is determined by a state or local agency to be farmland of statewide or local importance. Under 7 CFR Part 658.1, prime farmland is defined as "land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and

oilseed crops, and is also available for these uses." Unique farmland is "land other than prime farmland that is used for the production of specific high value food and fiber crops."

State

California Farmland Mapping and Monitoring Program

The California Department of Conservation inventories and categorizes farmlands throughout the state as part of its Farmland Mapping and Monitoring Program. The Farmland Mapping and Monitoring Program classifications include:

- Prime Farmland (P): Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- Farmland of Statewide Importance (S): Farmland similar to prime farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the 4 years prior to the mapping date.
- Unique Farmland (U): Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the 4 years prior to the mapping date.
- Farmland of Local Importance (L): Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee.
- Grazing Land (G): Land on which the existing vegetation is suited to the grazing of livestock.
- Urban and Built-up Land (D): Land occupied by structures with a building density of at least 1 unit to 1.5 acre or approximately 6 structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
- Other Land (X): Land not included in any other mapping category.

California Land Conservation Act (Williamson Act)

In 1965, the state enacted the California Land Conservation Act, more commonly known as the Williamson Act (Government Code Section 51230 et seq.). The Williamson Act provides tax incentives for landowners who enter into contracts with the local government for long-term use restrictions on agricultural and open space land for qualifying properties. Property owners commit their land to farming for a minimum of 10 years and in return receive tax benefits based on their agricultural production rather than on the property's market value. Contracts are automatically renewed unless a notice of non-renewal is issued.

Regional

Southern California Association of Governments 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG 2016-2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), adopted in April 2016, presents the long-range transportation and land use plan and transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties with the overarching goal of integrating strategies for land use and transportation (SCAG 2016). The following goals and policies from SCAG's RTP/SCS are applicable to the Program:

- Maximize mobility and accessibility for all people and goods in the region
- Ensure travel safety and reliability for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Maximize the productivity of our transportation system
- Encourage land use and growth patterns that facilitate transit and active transportation

The RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area. It also presents an overall land use concept for the region, with increasing focus on densification of urban areas, as applicable in the Western Section of the Program development around transit stations and use of transit and active transportation.

County General Plans

Applicable elements of the general plans for the four counties the Build Alternative Options cross (Los Angeles County, Orange County, Riverside County, and San Bernardino County) are summarized in the *Land Use and Planning Technical Memorandum* (Appendix B of this Tier 1/Program EIS/EIR).

Local and Tribal Governments

Regulations from cities, local agencies, and tribal governments would be identified in the Tier 2/Project-level analysis once site-specific rail infrastructure improvements and station facilities are known.

3.2.3 Methods for Evaluating Environmental Effects

The methodology for this evaluation consists of using existing data to identify existing land uses, including agricultural and forest resources within the Tier 1/Program EIS/EIR Study Area for each Build Alternative Option and evaluating the potential level of effect that each Build Alternative Option could have if constructed.

For purposes of this Tier 1/Program EIS/EIR, agricultural lands are defined as lands that have been officially designated by a federal, state, or local agency for the purpose of farming or other agricultural uses.

For this evaluation, analysis of land use effects focuses on areas where existing land uses could be converted to transportation-related land uses. The general plans for Los Angeles, Orange, Riverside, and San Bernardino counties were reviewed to determine the Program's general consistency with land use and circulation goals and policies.

In a Tier 2/Project-level analysis, impacts would be analyzed quantitatively using more detailed analytical methods, such as field surveys, mapping of land use, and use of GIS overlays of land use resources with the defined Project footprint to quantify impacts. In addition, a subsequent Tier 2/Project-level analysis would include a more detailed impact analysis of potential agricultural land use areas, including site specific land evaluation and site assessment documentation. As part of the Tier 2/Project-level analysis, additional coordination with the applicable jurisdiction would be required to determine land resource impacts.

Tier 1/Program EIS/EIR Study Area

This service-level evaluation is limited to a desktop evaluation of the data sources described in Section 3.2.3. The Tier 1/Program EIS/EIR Study Area was combined with GIS overlays to identify

potential land use resources (such as agricultural or forest lands) that could be affected by the Program. These potential land use resources were identified on a broad scale using available mapping information. A detailed description of the Tier 1/Program EIS/EIR Study Area is provided in Section 3.1, Introduction to Environmental Analysis, of this Tier 1/Program EIS/EIR.

Data Sources

Land use data was compiled from publicly available electronic GIS data, which relies on local jurisdictions updating and inputting land use data into a publicly available GIS database. While some of the jurisdictions within the Tier 1/Program EIS/EIR Study Area have more recent existing or planned land use information than the SCAG data, others did not, or did not provide it publicly. SCAG consolidates and standardizes local land use data during preparation of its RTPs, making its land use data the most consistent for the Tier 1/Program EIS/EIR Study Area.

The existing land uses were primarily based on the 2008 SCAG GIS land use dataset, and the proposed land uses were primarily based on the 2012 SCAG GIS land use dataset. In addition to SCAG 2008 and 2012 land use information, the dataset was supplemented with InfoUSA 2008 employment data, 2005 to 2008 new construction data, and inputs from local jurisdictions in the SCAG region. This dataset was used because it includes the most consistent and comprehensive information available for all jurisdictions that was available during preparation of this analysis.

In addition to SCAG data, online GIS data available from the California Department of Conservation, the U.S. Department of the Interior, and a variety of other sources were used to identify agricultural and forest resources with the potential to occur within the Tier 1/Program EIS/EIR Study Area. Specifically, the following data sources were reviewed:

- **Farmlands:** The California Important Farmland Finder dataset (California Department of Conservation 2020) was consulted.
- **Agricultural Preserve Lands:** To identify designated agricultural preserve lands or lands under the Williamson Act Program, data from the California Department of Conservation was consulted.
- **Forest Lands:** The U.S. Forest Service Land Ownership database was consulted.

Related Resources

This service-level evaluation incorporates data and analysis from related resources to contribute to the assessment of effects on land use and planning. These related resources are identified in Table 3.2-1.

Table 3.2-1. Related Resource Inputs for Land Use Resources

Resource	Input for Land Use Assessment
Parklands and Community Services (Section 3.14)	Supplemental information about parklands or recreational facilities including type, protection, ownership, and accessibility was used to inform the land use assessment.

3.2.4 Affected Environment

Existing and Future Land Uses

The Program Corridor crosses a large geographic area within Southern California, spanning a distance of approximately 144 miles from its western terminus in Los Angeles to its eastern terminus in Coachella. The Program Corridor occurs within an existing railroad corridor that traverses areas that have predominately been heavily modified for urban purposes, especially in the Western Section, although some areas occur in, or adjacent to, lands that are in a natural condition. Much of the Program Corridor from Los Angeles to Redlands is urbanized. The Eastern Section of the Program Corridor is less urbanized with vacant land comprising of the largest land use category.

Build Alternative Option 1 (Coachella Terminus)

Table 3.2-2 summarizes the existing and planned land uses within the Western Section of the Program Corridor under Build Alternative Option 1. As indicated in Table 3.2-2, the dominant existing land uses in the Western Section of the Program Corridor are transportation, communication, and utilities (32.5 percent); industrial (29.4 percent); and single-family residential (12.2 percent), which equals approximately 74 percent of total existing land uses. Based on anticipated development patterns for the area, distribution of future land uses would remain similar to existing conditions with the same three land use categories (transportation, communication, and utilities; industrial; and single-family residential) making up the dominant planned land uses within the Western Section of the Program Corridor.

Table 3.2-2. Western Section Existing and Planned Land Uses (Build Alternative Options 1, 2, and 3)

Land Use	Existing (acres)	Percent of Existing Total (%)	Planned (acres)	Percent of Planned Total (%)
Agriculture	61.6	0.6	0.0	0.0
Commercial services	1,169.1	11.6	661.4	6.5
Industrial	2,975.4	29.4	4,093.1	40.5
Mixed commercial and industrial	57.3	0.6	71.7	0.7
Mixed urban	10.1	0.1	0.0	0.0
Open space and recreation	208.2	2.1	733.7	7.3
Public facilities	0.0	0.0	366.3	3.6
Residential – multifamily	304.6	3.0	398.7	3.9
Residential – other	68.1	0.7	258.3	2.3
Residential – single family	1,230.0	12.2	1,228.0	12.1
Transportation, communications, utilities	3,283.8	32.5	2,295.8	22.7
Under construction	53.5	0.5	1.9	0.1
Vacant	687.6	6.8	0.0	0.0
Total	**10,109.3**	**—**	**10,108.9**	**—**

Table 3.2-3 summarizes the existing and planned land uses within the Eastern Section of the Program Corridor under Build Alternative Option 1. As indicated in Table 3.2-3, the dominant existing land uses for the Eastern Section of the Program Corridor are vacant land (40.2 percent); transportation, communication, and utilities (27.6 percent); and commercial (8.2 percent), which equals approximately 76 percent of total existing land uses. Based on anticipated development patterns for the area, future land uses in the Eastern Section of the Program Corridor would shift to transportation, communication, and utilities (21.6 percent); open space and recreation (19.7 percent); and single-family residential (17.7 percent) uses.

Table 3.2-3. Eastern Section Existing and Planned Land Uses (Build Alternative Option 1)

Land Use	Existing (acres)	Percent of Existing Total (%)	Planned (acres)	Percent of Planned Total (%)
Agriculture	1,460.3	6.7	119.2	0.6
Commercial services	1,773.3	8.2	2,374.2	11.0
Industrial	907.5	4.2	2,585.9	11.9
Mixed commercial and industrial	41.2	0.2	1,246.1	5.8
Mixed urban	0.0	0.0	312.1	0.0
Open space and recreation	748.3	3.5	4,268.2	19.7
Public facilities	0.0	0	403.4	1.9
Residential – multifamily	192.9	0.9	509.7	2.4
Residential – other	399.5	1.8	1,310.3	6.1
Residential – single family	1,193.9	5.5	3,836.2	17.7
Transportation, communications, utilities	5,967.7	27.6	4,685.2	21.6
Under construction	268.5	1.2	0.0	0.0
Vacant	8,697.5	40.2	0.2	0.0
Total	**21,650.6**	—	**21,650.7**	—

Build Alternative Option 2 (Indio Terminus)

Distribution of existing and planned land uses within the Western Section of the Program Corridor under Build Alternative Option 2 are the same as Build Alternative Option 1.

Table 3.2-4 summarizes the existing and planned land uses within the Eastern Section of the Program Corridor under Build Alternative Option 2. There are fewer acres of land within Build Alternative Option 2 because of the shorter route alignment and reduced station options.

As indicated in Table 3.2-4, the dominant existing land uses for the Eastern Section of the Program Corridor are vacant land (41.2 percent); transportation, communication, and utilities (27.6 percent); and commercial (8.0 percent), which equals approximately 76 percent of total existing land uses.

Based on anticipated development patterns for the area, the dominant future land uses for the Eastern Section of the Program Corridor would shift to transportation, communication, and utilities (22.0 percent); open space and recreation (20.6 percent); and single-family residential (17.3 percent) uses.

Table 3.2-4. Eastern Section Existing and Planned Land Uses (Build Alternative Options 2 and 3)

Land Use	Existing (acres)	Percent of Existing Total (%)	Planned (acres)	Percent of Planned Total (%)
Agriculture	1,239.9	6.0	119.2	0.6
Commercial services	1,648.0	8.0	2,186.9	10.6
Industrial	781.7	3.8	2,208.1	10.7
Mixed commercial and industrial	41.2	0.2	1,246.1	6.1
Mixed urban	0.0	0.0	312.1	1.5
Open space and recreation	740.9	3.6	4,243.7	20.6
Public facilities	0.0	0.0	376.8	1.8
Residential – multifamily	192.9	0.9	498.3	2.4
Residential – other	397.3	1.9	1,305.2	6.3
Residential – single family	1,100.3	5.3	3,570.1	17.3
Transportation, communications, utilities	5,683.4	27.6	4,518.6	22.0
Under construction	268.5	1.3	0.0	0.0
Vacant	8,480.7	41.2	0.2	0.0
Total	**20,574.8**	—	**20,585.3**	—

Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Distribution of existing and planned land uses within the Western Section of the Program Corridor under Build Alternative Option 3 are the same as Build Alternative Option 1. Existing and planned land uses within the Eastern Section of the Program Corridor under Build Alternative Option 3 are the same as Build Alternative Option 2.

Agricultural Resources

The Program Corridor occurs within an existing railroad corridor that traverses areas that have predominately been heavily modified for urban purposes, especially in the Western Section, although some areas occur in, or adjacent to, lands that are in a natural condition and designated for agricultural uses. The Eastern Section of the Program Corridor is less urbanized with some agricultural uses present. Figure 3.2-1 shows the Farmland Mapping and Monitoring Program designated land uses and agricultural preserve areas located within the Tier 1/Program EIS/EIR Study Area.

Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR

(Page 1 of 6)

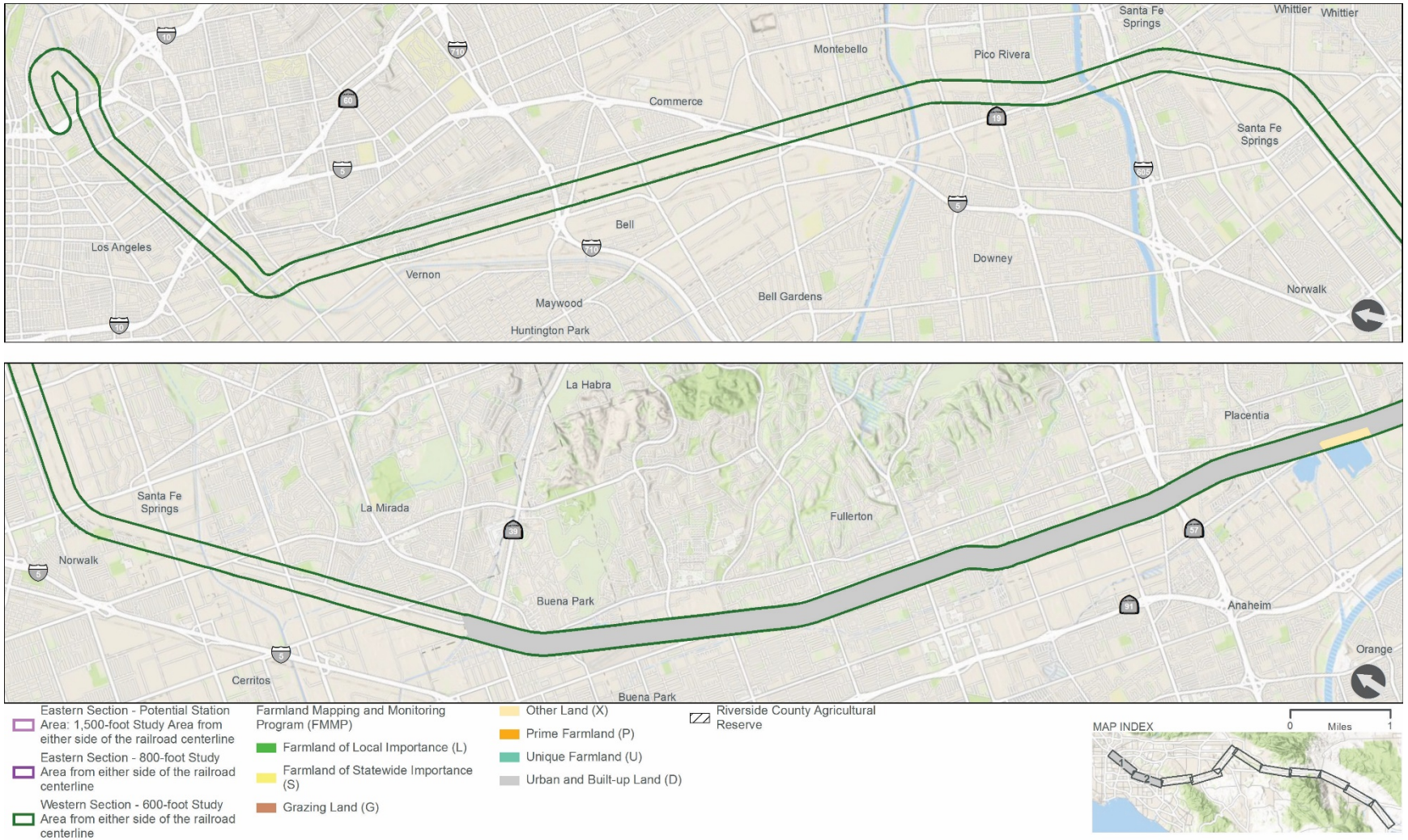

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Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR Study Area

(Page 2 of 6)

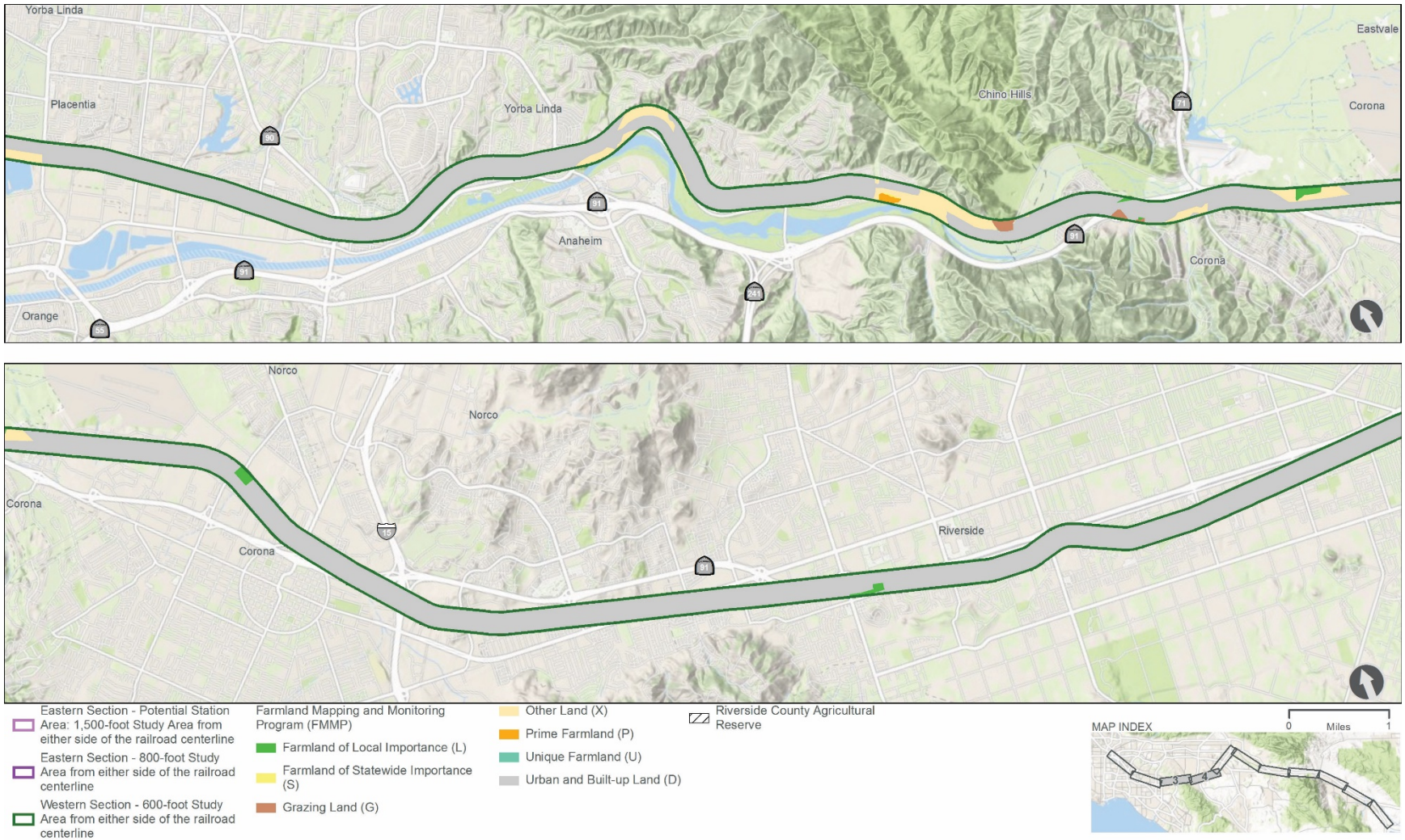

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Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR Study Area

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Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR Study Area

(Page 4 of 6)

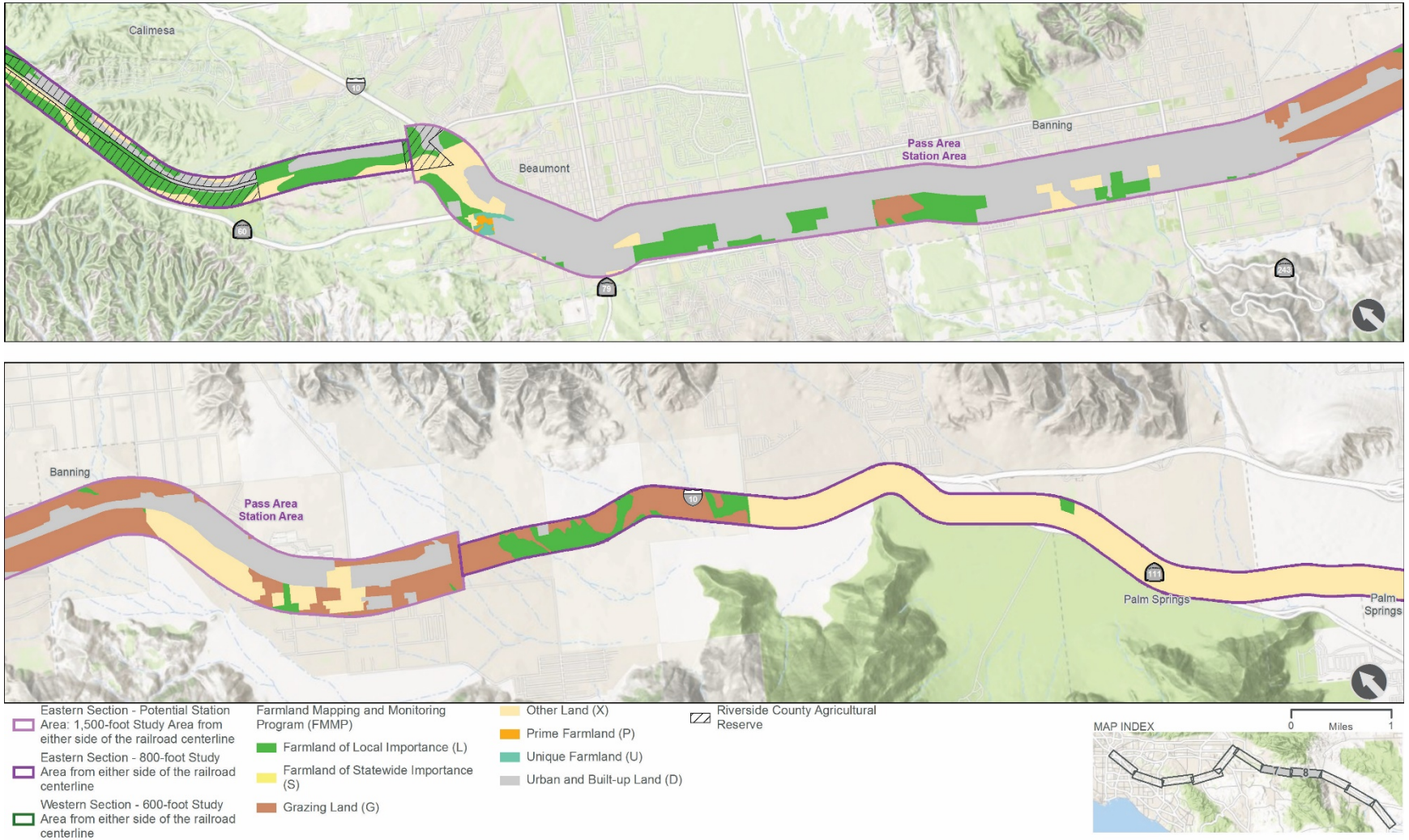

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Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR Study Area

(Page 5 of 6)

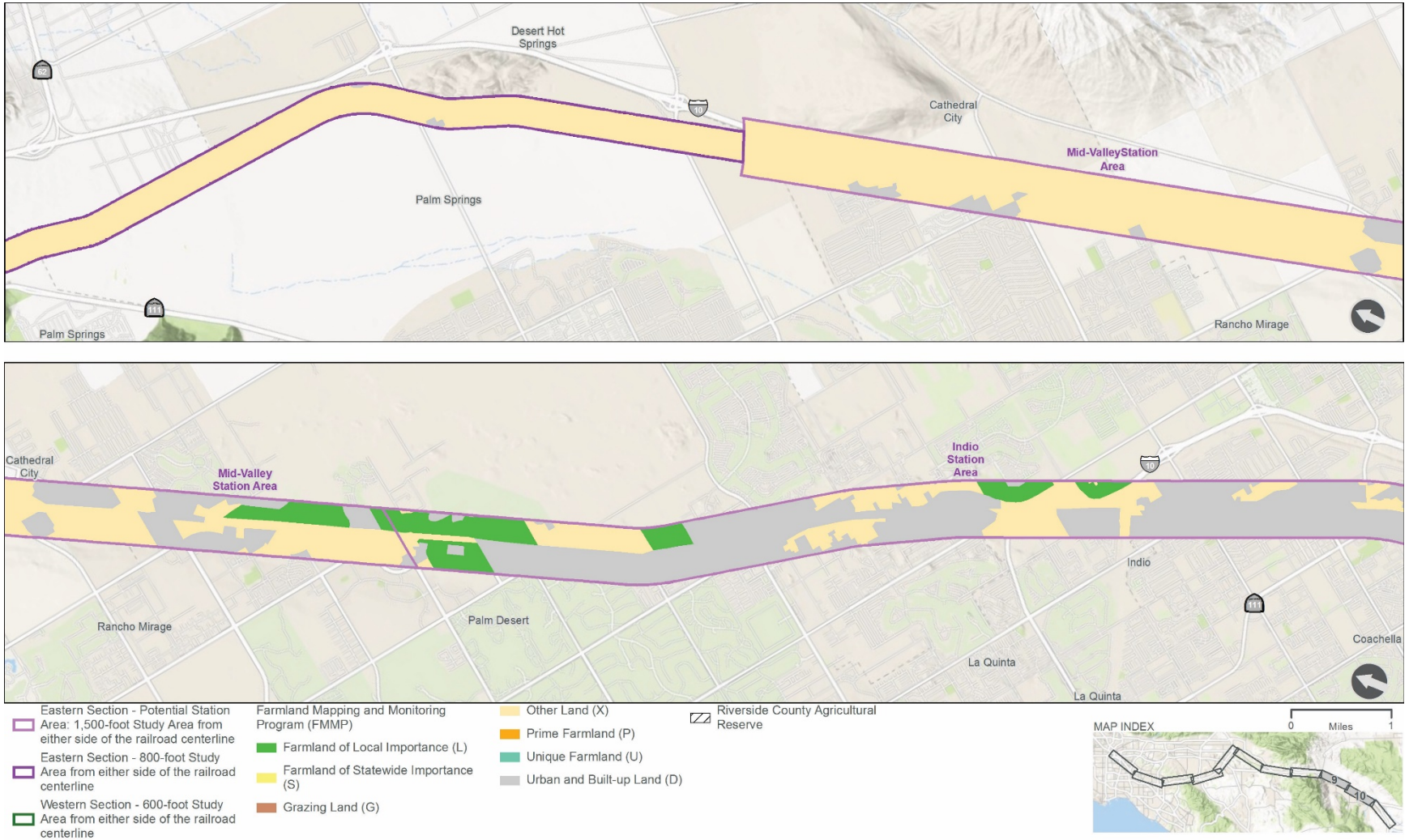

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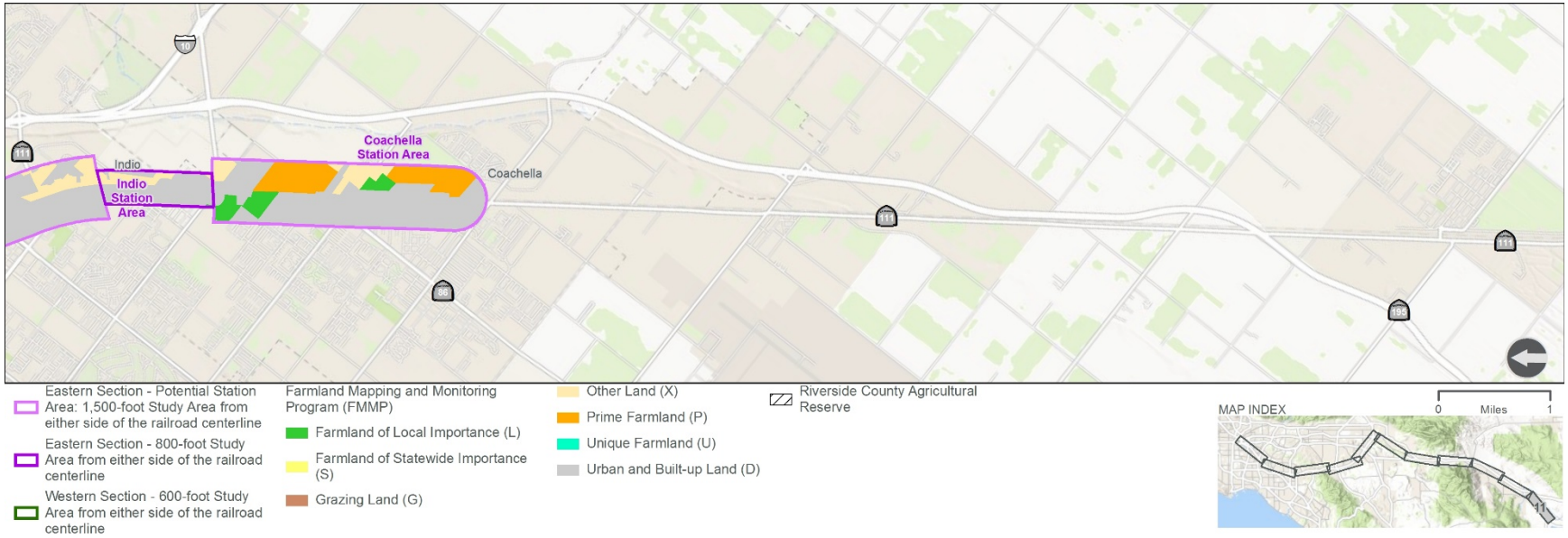
Figure 3.2-1. Farmland Mapping and Monitoring Program Classifications within the Tier 1/Program EIS/EIR Study Area

(Page 6 of 6)



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Build Alternative Option 1 (Coachella Terminus)

Within the Western Section of Build Alternative Option 1, there are limited areas that are mapped for agricultural use. Of the land mapped for agricultural use, the largest is mapped as farmland of local importance (61.9 acres). The Western Section also includes other land mapped as prime farmland, farmland of statewide importance, and grazing land. The Western Section does not contain land that is considered part of an agricultural preserve or under a Williamson Act contract. Within the Eastern Section of Build Alternative Option 1, the largest type of agriculturally mapped land is farmland of local importance (2,623.9 acres). The Eastern Section also includes other land mapped as prime farmland, unique farmland, farmland of statewide importance, and grazing land. Unlike the Western Section, the Eastern Section passes through areas identified as part of an agricultural preserve or part of a Williamson Act contract. These areas are located in the non-station segment, between the Loma Linda Station Area and the Pass Area Station Area, and within a portion of the Pass Area Station Area. Table 3.2-5 provides a summary of agricultural resources within Build Alternative Option 1.

Table 3.2-5. Summary of Agricultural Resources (Build Alternative Option 1)

Agricultural Resource[a]	Area of Agricultural Resource within Western Section (acres)	Area of Agricultural Resource within Eastern Section (acres)	Total Area of Agricultural Resource (acres)
Prime farmland	9.30	551.10	**560.40**
Unique farmland	0.00	96.70	**96.70**
Farmland of statewide importance	1.30	21.30	**22.60**
Farmland of local importance	61.90	2,562.00	**2,623.90**
Grazing land	35.60	1,887.60	**1,923.20**
Agricultural preserve[b]	0.00	760.82	**760.82**

Source: California Department of Conservation 2020

[a] Farmland designations are identified as part of the California Department of Conservation Farmland Mapping and Monitoring Program.

[b] Agricultural Preserves are considered Williamson Act area for purposes of CEQA and are a separate designation from the Farmland Mapping and Monitoring Program.

CEQA=California Environmental Quality Act

Build Alternative Option 2 (Indio Terminus)

The types of agricultural resources that could be impacted by Build Alternative Option 2 are the same as for Build Alternative Option 1; however, there are fewer acres of agricultural resources within Build Alternative Option 2 because of the shorter route alignment and reduced station options. Table 3.2-6 provides a summary of agricultural resources within Build Alternative Option 2.

Table 3.2-6. Summary of Agricultural Resources (Build Alternative Options 2 and 3)

Agricultural Resource[a]	Area of Agricultural Resource within Western Section (acres)	Area of Agricultural Resource within Eastern Section (acres)	Total Area of Agricultural Resource (acres)
Prime farmland	9.30	353.20	**362.50**
Unique farmland	0.00	96.70	**96.70**
Farmland of statewide importance	1.30	21.30	**22.60**
Farmland of local importance	61.90	2,488.00	**2,549.90**
Grazing land	35.60	1,887.60	**1,923.20**
Agricultural preserve[b]	0.00	760.82	**760.82**

Source: California Department of Conservation 2020

[a] Farmland designations are identified as part of the California Department of Conservation Farmland Mapping and Monitoring Program.

[b] Agricultural Preserves are considered Williamson Act area for purposes of CEQA and are a separate designation from the Farmland Mapping and Monitoring Program.

CEQA=California Environmental Quality Act

Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Agricultural resources within Build Alternative Option 3 are the same as Build Alternative Option 2.

Forestry Resources

Based on a review of the U.S. Forest Service Land Ownership database and Forest Service Geodata Clearinghouse (U.S. Department of Agriculture 2020), there are no U.S. Forest Service lands within the Tier 1/Program EIS/EIR Study Area.

3.2.5 Environmental Consequences

Overview

Effects as a result of implementing the Build Alternative Options can be broadly classified into construction and operational effects. Long-term or permanent effects and short-term or temporary effects on land use and agricultural resources would be anticipated as a result of constructing any of the Build Alternative Options. Most effects on land use and agricultural resources would occur during construction, when land acquisitions could impact sensitive land uses or agricultural resources.

Impacts could also result from operation of any of the Build Alternative Options. New station areas could result in land use changes, such as transit-oriented development, which would introduce the potential for adjacent land to be developed. Changes in land use, such as induced growth from an expanded transportation system, are assessed in Section 3.17, Cumulative Effects, of this Tier 1/Program EIS/EIR. To accommodate a passenger rail system, areas within the Program Corridor may need to be rezoned through the local development process. This would depend on the specific locations of stations, current zoning, and the locations and size of rail infrastructure facilities.

Sensitive land uses and agricultural resources potentially affected by a future passenger rail system would be further identified as part of the Tier 2/Project-level environmental review process. Specific types and degrees of impacts on individual resources (such as ROW acquisition and impacts on a specific resource) would not be known until further design of rail facilities takes place.

No Build Alternative

The No Build Alternative, as described in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR, is used as the baseline for comparison. The No Build Alternative would not implement the Program associated with this service-level evaluation. Counties and cities in the Program Corridor would continue to grow, which would increase regional transportation demand. Therefore, the No Build Alternative assumes completion of those reasonably foreseeable transportation, development, and infrastructure projects that are already in progress; are programmed; or are included in the fiscally constrained RTP.

Under the No Build Alternative, passenger rail service between Coachella and Los Angeles would not be established and land would not be allocated for rail infrastructure or station facilities. This may prevent potential displacements of existing and planned land uses but would increase the likelihood for displacing land uses adjacent to existing highways such as I-10, SR 60, and SR 111, which would likely need to be widened to accommodate the projected demands for capacity as population in the region increases. Land uses adjacent to major highway corridors would likely be affected by

increased traffic congestion, which may include time delays and increased exposure to noise and vehicle emissions.

Build Alternative Options 1, 2, and 3

Land Use Consistency Effects

CONSTRUCTION

Western Section. No construction activities would be required to implement the Build Alternative Options within the Western Section because the existing railroad ROW and station areas from LAUS to Colton would be utilized. The Build Alternative Options would not require construction of new stations or construction at existing stations, new track or extensions to existing track, or the addition of sidings, wayside signals, drainage, or at-grade separations within the Western Section of the Program Corridor. When compared with the No Build Alternative, effects would be negligible because no additional construction activities would occur within the Western Section under Build Alternative Options 1, 2, and 3.

Eastern Section. The Eastern Section of the Build Alternative Options primarily fall within the jurisdictions of San Bernardino and Riverside counties and the cities/towns of Loma Linda, Redlands, Calimesa Beaumont, Banning, Palm Springs, Palm Desert, Desert Hot Springs, Cathedral City, La Quinta, Indio, and Coachella. Land use elements vary greatly among different jurisdictions' general plans. If a passenger rail system is constructed within the existing rail ROW, no ROW acquisitions would be required. However, the Tier 1/Program EIS/EIR Study Area allows for rail infrastructure and station facilities to be located beyond the limits of the existing rail ROW, which would require acquisition of land not designated for transportation. Which land uses would be affected by the future construction of a passenger rail system and to what extent cannot be determined at this time.

Since station locations have not yet been selected, land use consistency analyses would be required at the Tier 2/Project-level analysis to determine if the planned station facilities are consistent with the local general plan and/or municipal code (i.e., zoning). When compared with the No Build Alternative, effects would be moderate under the Build Alternative Options. When compared with Build Alternative Option 1, Build Alternative Option 2 would have slightly reduced effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar for Build Alternative Option 2 and considered moderate when compared with the No Build Alternative. When compared with Build Alternative Options 1 or 2, Build Alternative Option 3 may have slightly reduced effects due to a smaller footprint associated with a shorter route alignment, reduced station options, and reduced third rail track infrastructure. However, the magnitude of

effects would be similar for Build Alternative Option 3 and considered moderate when compared with the No Build Alternative.

OPERATION

Western Section. Operation of the Build Alternative Options would increase activity along existing rail tracks by an additional two daily round-trip intercity passenger trains through largely built-out urban areas. The Western Section would not require any land acquisition or redesignation/rezoning of any parcels, and as such, would be consistent with existing land use designations of the general plans. In addition, by increasing service options through the use of existing infrastructure, the Program would be consistent with policies that focus on maximizing transit options and encourage the use of existing infrastructure.

While the Build Alternative Options would result in an increase in train operations (up to four trains per day) within the Western Section, the existing infrastructure already includes sound barriers and other measures to reduce effects on adjacent sensitive uses, such as residential uses. Therefore, implementation of the Build Alternative Options in the Western Section of the Program Corridor would not conflict with policies related to context-sensitive design and would be consistent with existing plans and policies. When compared with the No Build Alternative, effects would be negligible under Build Alternative Options 1, 2, and 3.

Eastern Section. Land use elements vary greatly among different jurisdictions' general plans. Typically, land use goals relate to economic growth that promotes alternative transportation methods, infill development, maintaining buffers between urban and rural land uses, and sensitivity to the natural environment. In general, transportation elements include goals relating to improving circulation, enhancing public transit, supporting commuter rail service, and creating alternatives to automobile transportation. Many of the SCAG RTP/SCS and Riverside County and San Bernardino County General Plan policies applicable to the Build Alternative Options promote increasing transit options and passenger rail in the region, and Coachella Valley, specifically. The Eastern Section of the Program Corridor would connect Colton in the west to Coachella Valley in the east, consistent with policies of SCAG, Riverside County, and San Bernardino County. This connection would specifically be consistent with Policy C 13.1 of the Riverside County General Plan, which seeks to "support continued development and implementation of the RCTC Rail Program including new rail lines and stations, the proposed California High Speed Rail System with at least two stations in Riverside County, the Coachella Valley San Gorgonio Pass Intercity Rail Service, and the proposed Intercity Rail Corridor between Calexico and Los Angeles."

Based on a Tier 1/Program EIS/EIR evaluation level, the Build Alternative Options are generally consistent with the transportation goals outlined in the general plans, comprehensive plans, and transportation plans, as well as policies from the SCAG RTP/SCS. General plan policies include

guidance for siting transit stops within community centers and major activity areas. These policies are intended to coordinate the location and scheduling of public transit routes, services, and facilities for better coordination with bus and rail transit systems. Specific sites for the new stations have not been identified for this Tier 1/Program EIS/EIR evaluation. During Tier 2/Project-level analysis, detailed and specific evaluation of land use compatibility with plans and programs would be completed once design details are known.

Community Division or Disruption Effects

CONSTRUCTION

Western Section. No construction activities would be required to implement any of the Build Alternative Options within the Western Section of the Program Corridor because the existing railroad ROW and stations from LAUS to Colton would be used. The Build Alternative Options would not require construction of new stations, new track or extensions to existing track, or the addition of sidings, wayside signals, drainage, or at-grade separations within the Western Section of the Program Corridor. When compared with the No Build Alternative, disruption (including division) to existing communities would be negligible because no additional construction activities would occur within the Western Section under Build Alternative Options 1, 2, and 3.

Eastern Section. Within the Eastern Section of the Program Corridor, Build Alternative Option 1 would include the construction of infrastructure improvements, such as sidings, additional main line track, wayside signals, drainage, grade-separation structures, and stations, to accommodate the proposed service. The majority of construction activities would occur within or directly adjacent to the existing railroad ROW, and, therefore, would not be anticipated to result in the physical division of existing land uses. However, the construction of up to five new potential stations would require acquisition of parcels within local communities adjacent to the railroad ROW.

Temporary effects on land use would occur during construction within the Eastern Section of the Program Corridor under Build Alternative Option 1. Noise, pollutant emissions, and traffic generated by construction activities could temporarily disrupt residential or other sensitive land uses in the Eastern Section of the Program Corridor. When compared with the No Build Alternative, the temporary changes associated with Build Alternative Option 1 would have moderate effects on certain sensitive land uses adjacent to where construction could occur. When compared with Build Alternative Option 1, Build Alternative Option 2 would have slightly reduced construction effects due to a shorter route alignment and reduced station options (i.e., less construction activity and, as such, fewer sensitive land uses). However, the magnitude of effects would be similar for Build Alternative Option 2 and considered moderate when compared with the No Build Alternative. When compared with Build Alternative Options 1 or 2, Build Alternative Option 3 may have slightly reduced effects

due to a smaller footprint associated with a shorter route alignment, reduced station options, and reduced third rail track infrastructure. However, the magnitude of effects would be similar for Build Alternative Option 3 and considered moderate when compared with the No Build Alternative.

Site-specific land use compatibility effects, along with measures to minimize potential disruption to, and land use compatibility effects on adjacent land uses would be considered during the Tier 2/Project-level analysis.

OPERATION

Western Section. Operation of Build Alternative Options 1, 2, and 3 within the Western Section would not result in any physical divisions of established communities as the addition of two daily round-trip passenger trains would travel within an existing railroad ROW. When compared with the No Build Alternative, effects on land uses would be negligible because no additional infrastructure improvements are planned within the Western Section under Build Alternative Options 1, 2, and 3.

Eastern Section. Within the Eastern Section of the Program Corridor, Build Alternative Option 1 would include the operation of a passenger rail system including station facilities. The majority of operational activities would occur within or directly adjacent to the existing railroad ROW, and, therefore, would not be anticipated to result in the physical division of existing land uses. Depending on where the station facilities are sited, effects on sensitive land use could occur in the form of increased noise and traffic. However, operation of the passenger rail system would also provide an alternative transportation option and additional opportunities for transit orientated development within the Eastern Section of the Program Corridor. When compared with the No Build Alternative, the land use changes associated with Build Alternative Option 1 would have moderate effects on certain sensitive land uses adjacent to where infrastructure or station facilities would operate. When compared with Build Alternative Option 1, Build Alternative Options 2 and 3 would have slightly reduced construction effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar and considered moderate when compared with the No Build Alternative.

Site-specific land use compatibility effects, along with measures to minimize potential disruption to, and land use compatibility effects on adjacent land uses would be considered during the Tier 2/Project-level analysis.

Agricultural Resource Effects

CONSTRUCTION

Western Section. No construction activities would be required to implement any of the Build Alternative Options within the Western Section of the Program Corridor because the existing railroad

ROW and stations from LAUS to Colton would be used. The Build Alternative Options would not require construction of new stations, new track, or extensions to existing track, or the addition of sidings, wayside signals, drainage, or at-grade separations within the Western Section of the Program Corridor. When compared with the No Build Alternative, conversion of agriculturally mapped lands to transportation uses would not occur and effects would be negligible within the Western Section under Build Alternative Options 1, 2, and 3.

Eastern Section. Construction of Build Alternative Option 1, 2, or 3 in the Eastern Section of the Program Corridor would require the construction of rail stations, reconfiguration of existing or creation of new rail facilities, and potential ROW acquisition. These would require the conversion of non-transportation land to a transportation use. The site-specific design that would be developed in later Tier 2/Project-level phases would determine the extent to which land use conversions occur. If the rail infrastructure or station facility is within the ROW of, or closely parallel to, an existing transportation corridor, the extent of land conversion would be minimal. However, the farther rail infrastructure or a station facility departs from an existing transportation feature, the greater the likelihood for land use conversion, ranging from building on vacant/undeveloped land to potential displacement of existing structures.

If a passenger rail system is constructed and operated within the existing rail ROW, relatively few ROW acquisitions would be required. However, the Tier 1/Program EIS/EIR Study Area allows for infrastructure and station facilities to be located beyond the limits of the existing rail ROW, which would require acquisition of land not designated for transportation uses. Which agricultural land uses would be affected by the future construction and operation of a passenger rail system, and to what extent, cannot be determined at this time.

If agricultural mapped lands within the Eastern Section of the Program Corridor are converted to a transportation use, it would be considered an adverse effect. Agricultural lands are considered a finite and unique resource, once agricultural land is converted to other uses, that agricultural land is effectively eliminated. When compared with the No Build Alternative, Build Alternative Option 1 could have a substantial effect on agricultural resources within the Eastern Section of the Program Corridor. When compared with Build Alternative Option 1, Build Alternative Option 2 would have slightly reduced effects due to a shorter route alignment and reduced station options. However, the magnitude of effects would be similar for Build Alternative Option 2 and considered substantial when compared with the No Build Alternative. When compared with Build Alternative Options 1 or 2, Build Alternative Option 3 may have slightly reduced effects due to a smaller footprint associated with a shorter route alignment, reduced station options, and reduced third rail track infrastructure. However, the magnitude of effects would be similar for Build Alternative Option 3 and considered substantial when compared with the No Build Alternative. Detailed analysis of ROW acquisition impacts would be completed in a subsequent Tier 2/Project-level analysis.

OPERATION

Western Section. Operation of Build Alternative Option 1, 2, or 3 within the Western Section would not result in effects on agricultural resources as the additional train trips would travel within an existing railroad ROW. When compared with the No Build Alternative, effects on agricultural resources would be negligible because no additional infrastructure improvements are planned within the Western Section under Build Alternative Options 1, 2, and 3.

Eastern Section. Once construction ceases, operation of the new railroad infrastructure and stations under the Build Alternative Options would not be anticipated to require further conversion of agricultural lands. Operational effects associated with the Eastern Section portion of Build Alternative Option 1 on agricultural resources would be negligible when compared with the No Build Alternative. When compared with Build Alternative Option 1, Build Alternative Options 2 and 3 would have the same magnitude of effect and be considered negligible when compared with the No Build Alternative.

3.2.6 NEPA Summary of Potential Effects

Table 3.2-7 and Table 3.2-8 summarize the qualitative assessment of potential effects (negligible, moderate, or substantial) under NEPA for each of the Build Alternative Options. This service-level evaluation uses the Tier 1/Program EIS/EIR Study Area to determine the types of resources that may be affected and, more importantly, the relative magnitude of resources that may be affected. Specific mitigation measures to reduce effects would be identified during the Tier 2/Project-level environmental process.

Table 3.2-7. NEPA Summary of Effects on Land Use

Alternative Options	Potential Intensity of Effect: Western Section	Potential Intensity of Effect: Eastern Section
No Build Alternative[a]	Construction: None Operation: None	Construction: None Operation: Substantial
Build Alternative Option 1 (Coachella Terminus)	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate
Build Alternative Option 2 (Indio Terminus)	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate

Alternative Options	Potential Intensity of Effect: Western Section	Potential Intensity of Effect: Eastern Section
Build Alternative Option 3 (Indio Terminus with Limited Third Track)	Construction: Negligible Operation: Negligible	Construction: Moderate Operation: Moderate

Notes:

[a] The No Build Alternative includes existing and potential expansion of roadway, passenger rail, and air travel facilities within the Tier 1/Program EIS/EIR Study Area; however, for the service-level evaluation, identifying levels of effect from potential expansion of those facilities is speculative and would be dependent on Tier 2/Project-level specific analysis.

EIR=environmental impact report; EIS=environmental impact statement

Table 3.2-8. NEPA Summary of Effects on Agricultural Resources

Alternative Options	Prime Farmland (acres)	Unique Farmland (acres)	Farmland of Statewide Importance (acres)	Farmland of Local Importance (acres)	Total Farmland Protection Policy Act Farmland (acres)	Potential Intensity of Effect: Western Section	Potential Intensity of Effect: Eastern Section
No Build Alternative[a]	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Construction: None Operation: None	Construction: None Operation: None
Build Alternative Option 1 (Coachella Terminus)	560.38	96.69	22.59	2,623.91	3,303.57	Construction: Negligible Operation: Negligible	Construction: Substantial Operation: Negligible
Build Alternative Option 2 (Indio Terminus)	362.55	96.69	22.59	2,549.89	3,021.72	Construction: Negligible Operation: Negligible	Construction: Substantial Operation: Negligible
Build Alternative Option 3 (Indio Terminus with Limited Third Track)	362.55	96.69	22.59	2,549.89	3,021.72	Construction: Negligible Operation: Negligible	Construction: Substantial Operation: Negligible

Notes:

[a] The No Build Alternative includes existing and potential expansion of roadway, passenger rail, and air travel facilities within the Tier 1/Program EIS/EIR Study Area; however, for the service-level evaluation, identifying levels of effect from potential expansion of those facilities is speculative and would be dependent on Tier 2/Project-level specific analysis.

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3.2.7 CEQA Summary of Potential Impacts

Based on the information provided in Section 3.2.4 and 3.2.5, and considering the CEQA Guidelines Appendix G Checklist questions for land use and planning and agriculture and forestry resources, the Build Alternative Options are considered to have a potentially significant impact on land use and planning and agriculture and forestry resources when reviewed on a Program-wide basis. Placing the infrastructure improvements and new stations largely within or along the existing ROW reduces the potential for significant impacts on these resources; however, because the proposed stations have not been selected, agricultural resources may be significantly impacted. At the programmatic analysis level, it is not possible to know the precise location, extent, and particular characteristics of impacts on these resources.

Proposed programmatic mitigation strategies, discussed in Section 3.2.8, would be applied to reduce potential impacts. Table 3.2-9 describes the CEQA significance conclusions for the Build Alternative Options; the proposed programmatic mitigation strategies that would be applied to minimize, reduce, or avoid the potential impacts; and the significance determination after mitigation strategies are applied. The identification and implementation of additional site-specific mitigation measures necessary for Project implementation would occur as part of the Tier 2/Project-level analysis.

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Table 3.2-9. CEQA Summary of Impacts for Land Use and Planning and Agriculture and Forestry Resources

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program physically divide an established community?		
Construction		
Western Section – No Impact. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required in the Western Section under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – Potentially Significant. Potential impacts associated with physically dividing an established community depend on the location of new stations, which are currently unknown and which may require acquisition of parcels within local communities. However, the stations would be generally located adjacent to the existing tracks, and for that reason, impacts associated with dividing established communities would be unlikely. Construction activities would result in noise, air pollutants, and traffic impacts that may temporarily affect the community. While not anticipated, site-specific impacts would be further considered during the Tier 2/Project-level analysis, when the actual locations of the proposed stations can be identified.	LU-1 LU-2 LU-3	**Potentially Significant.** LU-1 through LU-3 would minimize, reduce, or avoid potential impacts associated with physically dividing an established community through design and further analysis. However, impacts may remain significant and unavoidable as further analysis may determine that land acquisitions would result in community impacts.
Operation		
Western Section – No Impact. The increase in train service (two additional round-trip daily trains within the Program Corridor) would not change existing land use that would cause or contribute to physical division of communities. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Eastern Section – Less than Significant. Impacts from two additional round-trip daily trains are anticipated to be less than significant because they would not cause or contribute to physical division of communities. Therefore, a less than significant impact is anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Would the Program conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Program (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		
Construction		
Western Section – No Impact. No impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required within the Western Section under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – Potentially Significant. Potential impacts associated with consistency with plans and policies depend on the location of new stations and other infrastructure improvements, which are currently unknown. Construction of new stations may require land acquisition, which may require land use designation changes or amendments. However, a detailed analysis of city-level plans, policies, and regulations cannot be considered at the Tier 1/Program EIS/EIR level because such an analysis at this stage would be too speculative, given the exact location of stations is unknown at this time. The Tier 2/Project-level analysis would identify any conflict with any applicable plan, policy, or regulation.	LU-3	**Potentially Significant.** LU-3 would minimize, reduce, or avoid potential impacts from conflicts with plans and policies through design and further analysis. However, impacts may remain significant and unavoidable as further analysis may determine that there is a conflict that cannot be mitigated between land uses.
Operation		
Western Section – No Impact. No impacts are anticipated from operation because Build Alternative Options 1, 2, and 3 are consistent with federal, state, and regional plans and policies that promote expanding existing transportation options and providing multimodal connectivity within the region.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Eastern Section – Potentially Significant. Potential impacts associated with consistency with plans and policies depend on the location of new stations and other infrastructure improvements, which are currently unknown. However, a detailed analysis of city-level plans, policies, and regulations cannot be considered at the Tier 1/Program EIS/EIR level because such an analysis at this stage would be too speculative, given the exact location of rail improvements and stations is unknown at this time. The Tier 2/Project-level analysis would identify any conflict with any applicable plan, policy, or regulation.	LU-3	**Potentially Significant.** LU-3 would minimize, reduce, or avoid potential impacts from conflicts with plans and policies through design and further analysis. However, impacts may remain significant and unavoidable as further analysis may determine that there is a conflict that cannot be mitigated between land uses.
Would the Program convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		
Construction		
Western Section – No Impact. No impacts are anticipated under Build Alternative Option 1, 2, or 3 at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required within the Western Section and no agricultural mapped lands would be converted to non-agricultural use.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Eastern Section – Potentially Significant. The construction of rail infrastructure and station facilities could convert prime farmland, unique farmland or farmland of statewide importance to a non-agricultural use as these types of farmlands are present within the Eastern Section of the Program Corridor. Potential impacts associated with converting farmland to non-agricultural use depend on the location of new stations and other infrastructure improvements, which are currently unknown. Site-specific impacts would be further considered during the Tier 2/Project-level analysis when the actual locations of the proposed stations can be identified.	LU-4 LU-5	**Potentially Significant.** LU-4 and LU-5 would minimize, reduce, or avoid potential impacts associated with converting farmland through design, further analysis, and the consideration of agricultural easements. However, impacts may remain significant and unavoidable as further analysis may determine that agricultural easements would not actually mitigate the significant impact caused by the rail infrastructure or station facility proposed.
Operation		
Western Section – No Impact. The increase in train service (two additional round-trip daily trains within the Program Corridor) would not change existing land use that would result in conversion of agricultural mapped lands into non-agricultural uses within the Western Section of Program Corridor. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. Once construction is completed, operation of Build Alternative Option 1, 2, or 3 would not require conversion of farmland. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program conflict with existing zoning for agricultural use, or a Williamson Act contract?		
Construction		
Western Section – No Impact. No conflicts with agriculturally zoned land or land under a Williamson Act contract would occur because no physical improvements are proposed or required within the Western Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – Potentially Significant. The construction of rail infrastructure and station facilities could conflict with existing zoning for agricultural uses or lands currently under a Williamson Act contract as both are present within the Eastern Section of the Program Corridor. Potential impacts associated with conflicts with existing zoning for agriculture or a Williamson Act contract depend on the location of new stations and other infrastructure improvements, which are currently unknown. Therefore, potentially significant impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3. Site-specific impacts would be determined during the Tier 2/Project-level analysis.	LU-4 LU-5 LU-6	**Potentially Significant.** Although LU-4 through LU-6 would minimize, reduce, or avoid potential impacts associated with converting farmland, it is unknown to what extent and type of impact on farmlands or Williamson Act contract lands would occur.
Operation		
Western Section – No Impact. The increase in train service (two additional round-trip daily trains within the Program Corridor) would not change existing land use that would result in conflicts with existing agricultural zoning or lands under a Williamson Act contract within the Western Section of Program Corridor. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. Once construction is completed, operation of Build Alternative Option 1, 2, or 3 would not conflict with existing agricultural zoning or lands under a Williamson Act contract within the Eastern Section of the Program Corridor. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?		
Construction		
Western Section – No Impact. No conflicts with existing zoning of forest land or timberland would occur because no physical improvements are proposed or required and there are no forest lands in the Western Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. No conflicts with existing zoning of forest land or timberland would occur because there are no forest lands in the Eastern Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Operation		
Western Section – No Impact. No conflicts with existing zoning of forest land or timberland would occur during operation because there are no forest lands in the Western Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. No conflicts with existing zoning of forest land or timberland would occur during operation because there are no forest lands in the Eastern Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program result in the loss of forest land or conversion of forest land to non-forest use?		
Construction		
Western Section – No Impact. No loss of forest land or conversion of forest land to non-forest land use would occur because no physical improvements are proposed or required and there are no forest lands in the Western Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. No loss of forest land or conversion of forest land to non-forest land use would occur because there are no forest lands in the Eastern Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Operation		
Western Section – No Impact. No loss of forest land or conversion of forest land to non-forest land use would occur during operation because there are no forest lands in the Western Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable
Eastern Section – No Impact. No loss of forest land or conversion of forest land to non-forest land use would occur during operation because there are no forest lands in the Eastern Section. Therefore, no impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Would the Program involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?		
Construction		
Western Section – No Impact. No impacts are anticipated under Build Alternative Option 1, 2, or 3 at the Tier 1/Program EIS/EIR evaluation level because no physical improvements are proposed or required within the Western Section.	Not applicable	Not applicable
Eastern Section – Potentially Significant. The construction of rail infrastructure and station facilities could result in the direct conversion of farmland to non-agricultural uses and represent a change in existing conditions that could result in an indirect potential for conversion of farmland to non-agricultural uses within the Eastern Section of the Program Corridor. Potential impacts associated with converting farmland to non-agricultural use depend on the location of new stations and other infrastructure improvements, which are currently unknown. Therefore, potentially significant impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3. Site-specific impacts would be determined during the Tier 2/Project-level analysis.	LU-4 LU-5	**Potentially Significant.** LU-4 and LU-5 would minimize, reduce, or avoid potential impacts through design, further analysis, and the consideration of agricultural easements. However, impacts may remain significant and unavoidable as further analysis may determine that agricultural easements would not actually mitigate the significant impact caused by the rail infrastructure or station facility proposed.
Operation		
Western Section – No Impact. The increase in train service (two additional round-trip daily trains within the Program Corridor) would not change existing land use that would result in other changes that may result in the conversion of farmland or forest uses to non-farmland or non-forest uses. Therefore, no impacts are anticipated under Build Alternative Option 1, 2, or 3.	Not applicable	Not applicable

Impact Summary	Mitigation Strategy	Significance with Mitigation Strategy
Eastern Section – Potentially Significant. Once construction is complete, the operation of rail infrastructure and station facilities would not result in the direct conversion of farmland to non-agricultural uses. While there are numerous economic and environmental factors that would preclude the long-term viability of agriculture in Riverside County and the Inland Empire, operation of station facilities represents a change in existing conditions that could result in an indirect potential for conversion of farmland to non-agricultural uses within the Eastern Section of the Program Corridor. Therefore, potentially significant impacts are anticipated at the Tier 1/Program EIS/EIR evaluation level under Build Alternative Option 1, 2, or 3.	LU-5	**Potentially Significant.** Although LU-5 would minimize, reduce, or avoid potential impacts through design, further analysis, and the consideration of agricultural easements, impacts may remain significant and unavoidable as further analysis may determine that agricultural easements would not actually mitigate the significant impact caused by the rail infrastructure or station facility proposed.

Notes:

EIR=environmental impact report; EIS=environmental impact statement

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3.2.8 Avoidance, Minimization, and Mitigation Strategies

Identified below are proposed programmatic mitigation strategies for further consideration in the Tier 2/Project-level analysis. Specific mitigation measures, to the extent required, would be identified and discussed during Tier 2/Project-level analysis after design details are known and specific impacts are identified. Potential mitigation measures would be developed in consultation with the agency with jurisdiction over the resource and might include avoiding agricultural land resources or minimizing the acreage of a physical take of these properties during planning and design and selecting rail station locations that avoid conflicts with sensitive land uses.

Proposed programmatic mitigation strategies, consistent with state and federal regulations, could include, but are not limited to, the following:

Mitigation Strategy LU-1: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, the identified lead agency or agencies shall determine the extent and duration of construction activities of the Tier 2/Project-level improvement being proposed and develop construction best management practices that shall be implemented by the contractor to reduce noise, air quality, and transportation effects, such as temporary sound barriers and traffic management plans. Depending on the nature of construction activities proposed and the location where construction activities could occur, construction best management practices could include, but are not limited to, the following:

- Limit noise-generating construction activities to the hours identified in the applicable local jurisdiction’s ordinance and/or policies governing construction activities
- Control fugitive dust by watering disturbed areas
- Require specifications for construction equipment and idling times

Mitigation Strategy LU-2: Based on the results of a subsequent Tier 2/Project-level analysis and recommendations, the identified lead agency or agencies shall determine if a construction management plan is required for construction activities of the Tier 2/Project-level improvement being proposed. If required, a construction management plan shall be developed by the contractor and reviewed by the lead agency or agencies prior to construction and implemented during construction activities. The construction management plan shall include, but not be limited to, the following:

- Measures that minimize effects on populations and communities within the Tier 2/Project Study Area

- Measures pertaining to visual protection, air quality, safety controls, noise controls, and traffic controls to minimize effects on populations and communities within the Tier 2/Project Study Area
- Measures to ensure property access is maintained for local businesses, residences, and community and emergency services
- Measures to consult with local transit providers to minimize effects on local and regional bus routes in affected communities
- Measures to consult with local jurisdictions and utility providers to minimize effects on utilities in affected communities

Mitigation Strategy LU-3: During a subsequent Tier 2/Project-level analysis, a land use consistency analysis shall be conducted by the identified lead agency or agencies to determine consistency of the Tier 2/Project-level improvement being proposed with the applicable local jurisdictional general plans or programs. If the land use consistency analysis identifies sensitive land uses or environmental resources within the Tier 2/Project-level Study Area, design or siting strategies shall be identified by the lead agency or agencies to avoid or minimize conflicts with sensitive land uses or environmental resources.

Mitigation Strategy LU-4: During a subsequent Tier 2/Project-level analysis, siting of rail infrastructure and station facilities shall be designed by the identified lead agency or agencies to avoid or minimize conversion of farmland resources.

Mitigation Strategy LU-5: During a subsequent Tier 2/Project-level analysis, the identified lead agency or agencies shall determine if the siting of the Tier 2/Project-level improvement being proposed is located within an area mapped as farmland by the California Department of Conservation. If the Tier 2/Project-level improvement is located in an area mapped as farmland, the preparation of a land evaluation and site assessment shall be conducted to determine significance of impacts attributed to the loss or conversion of farmland associated with the siting of the Tier 2/Project-level improvement being proposed.

Mitigation Strategy LU-6: During a subsequent Tier 2/Project-level analysis, the identified lead agency or agencies shall determine if the siting of the Tier 2/Project-level improvement being proposed is located on land enrolled in a Williamson Act contract. Where lands enrolled in a Williamson Act contract are impacted during the siting of rail infrastructure or station facilities, the California Department of Conservation shall be notified by the identified lead agency or agencies and requirements of Government Code Section 51290-51295 and 51296.6 shall be met.