



COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan



FAQ

Coachella Valley-San Gorgonio Pass Rail Corridor Service

OVERVIEW

1. What is the Coachella Valley-San Gorgonio Pass Rail Corridor Service project?

The Riverside County Transportation Commission, Caltrans, and the Federal Railroad Administration are studying a 144-mile passenger rail service corridor between Los Angeles and the Coachella Valley. The service is planned with an approximate trip time of 3 hours and 15 minutes with planned stops in Los Angeles, Orange, San Bernardino, and Riverside counties. Amtrak will likely provide this intercity service on existing tracks shared with other freight and passenger rail operators. Preliminary environmental, design, and service studies are under way. Station locations, funding, and timing for the start of service will be identified during the next study phase.

2. What are the benefits of this new service?

The service will provide a new option for people to travel between Los Angeles and the Coachella Valley. The project will promote clean air, relieve traffic congestion, and expand business and recreational economic opportunities.

OPERATIONS

3. What hours would the trains run?

Implementation is still years away, but initial planning is for two trains daily in each direction with westbound trains possibly leaving Coachella at 9:25 a.m. and 3:25 p.m. and eastbound trains possibly leaving Los Angeles at 10:20 a.m. and 3:20 p.m.

4. How much will it cost to ride?

Fares will be determined in future project phases. RCTC and project partners will conduct studies to determine competitive fares for riders. The fares would likely be similar to Amtrak rates in comparable markets.

5. Will I be able to connect from the train station to my final destination? Will other connecting services be available?

Yes, stops currently are planned in Los Angeles, Fullerton, Riverside, and Palm Springs with options to connect to other transit services, such as Metro, Metrolink, Amtrak, OCTA, RTA, SunLine, and others.

6. Where will the train stations be located?

The study has identified Los Angeles Union Station, Fullerton, Riverside-Downtown, and Palm Springs as existing stations. Other stations are proposed in the Loma Linda/Redlands area, the San Gorgonio Pass area, the Mid Coachella Valley area, and the Indio/Coachella area. Specific station locations will be defined during future project phases.

7. How will safety be addressed?

Safety is the highest priority for this project. The system will be equipped with Positive Train Control (PTC), a state of the art collision avoidance technology. PTC is designed to stop or slow a train as needed.

Frequently Asked Questions



DESIGN AND ENVIRONMENTAL PROCESS

8. Will trains travel on existing rail alignments?

Yes, based on current designs, trains would use existing rail alignments and corridors.

9. Will the project require the purchase of private property?

RCTC does not anticipate purchasing private property along the proposed corridor. In later stages of the project, property acquisitions near potential stations may be required.

10. What is the difference between a Tier 1/Program and Tier 2/Project environmental document?

RCTC, Caltrans, and FRA are using a tiered NEPA/CEQA process to complete the environmental review of the program. The Tier 1/Program EIS/EIR evaluates a reasonable range of alternatives and recommends a preferred alternative within the study area. At the Tier 1/Program level, the environmental document broadly evaluates potential impacts of operating daily rail service between Los Angeles and the Coachella Valley but does not authorize construction. Based on the decisions made in the Tier 1/Program EIS/EIR, subsequent Tier 2/Project-level analysis for the selected Build Alternative Option would examine the service corridor in greater detail. During subsequent Tier 2/Project-level analysis, additional public input and refined engineering studies would be conducted by the identified lead agency or agencies.

11. What is a Service Development Plan?

This plan is a model of how service will run. It is a conceptual plan that details the train timing, frequency, and operational details and accounts for the geography of the alignment and other rail traffic.

12. What are the next steps?

The Tier 1/Program Draft EIS/EIR will be released for public review in spring 2021. Comments received during the 45 day comment review period would be incorporated as part of the Tier 1/Program Final EIS/EIR. The Tier 1/Program Final EIS/EIR would take into consideration comments received from the public review period and would identify a Build Alternative Option that could be carried forward for subsequent Tier 2/Project-level studies and design. If a Build Alternative Option is selected during the Tier 1/Program Final EIS/EIR process, FRA would issue a Record of Decision and RCTC would issue a Notice of Determination for the Tier 1/Program EIS/EIR.

13. How much will the project cost? How is the project being funded? Is the project fully funded?

The overall project costs have not been determined and a funding plan is not in place. The current Tier 1/Program EIS/EIR effort was funded with a \$2.98 million FRA grant and state and local funds. RCTC is actively seeking funding for the next phase associated with Tier 2/Project-level environmental studies and design.

14. How can I become involved in the process?

Upon the release of the Tier 1/Program Draft EIS/EIR, the public will have a 45-day period to provide comments on the draft document. Within these 45 days, two virtual public hearings will be held to present project information and solicit comments. Beyond the environmental process, please stay connected at rctc.org/cvtrail and on Facebook @CVRailProject for updates.

Contact Us

Please contact us to stay informed and share your thoughts on this proposed project.



951-787-7141



CVRail@rctc.org



[CVRailProject](https://www.facebook.com/CVRailProject)



RCTC.org/cvtrail