



**COACHELLA VALLEY-SAN GORGONIO PASS  
RAIL CORRIDOR SERVICE**

Program Environmental Document  
and Service Development Plan



# Coachella Valley-San Gorgonio Pass Rail Corridor Service

## Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass: Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

## Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Notice of Availability/Notice of Completion	Spring 2021
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Prepare Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	December 2021

## Agency Partners



## Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.



## Project History

- 1991**  
Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**  
Additional Feasibility Studies
- 2013-2016**  
Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**  
Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Spring 2021**  
Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

## Environmental Process

The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.

## Project Milestones



## Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Environmental Justice Effects
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Section 4(f)/6(f) Resources

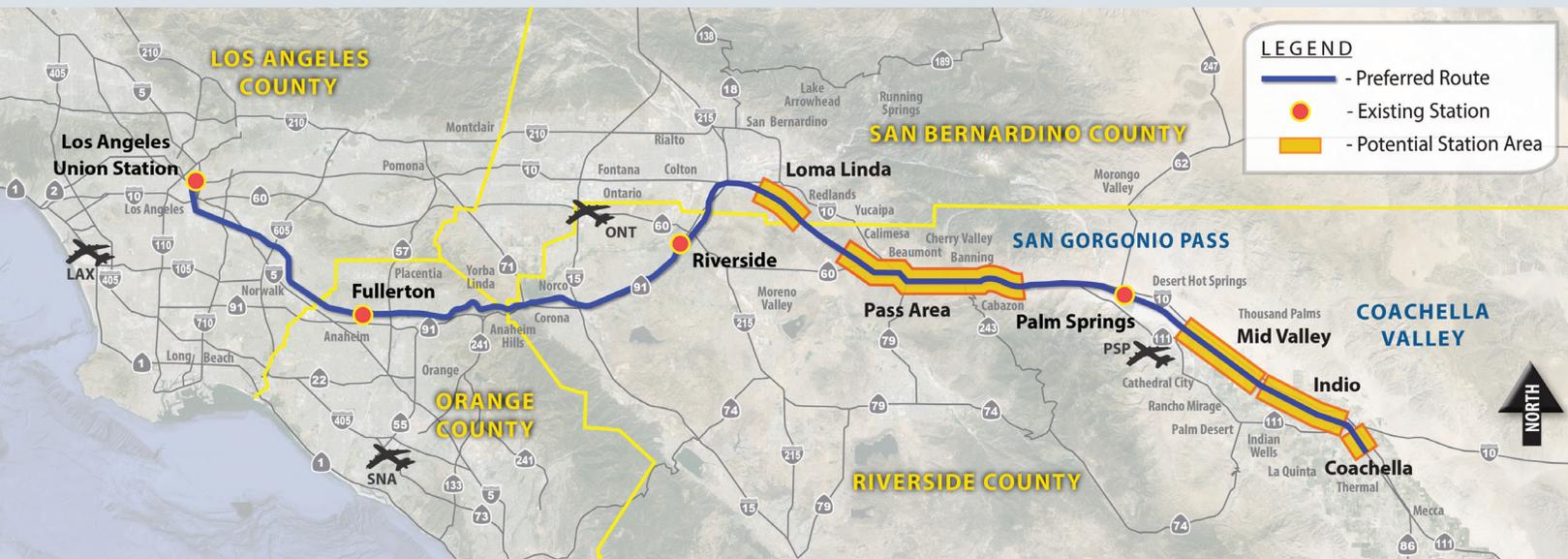
## The Corridor at a Glance

### Western End

The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside's bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

### Eastern End

The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.





## How to Participate

RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Geronio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

## Contact Us

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

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