Caltrans

U.S. Department of Transportation
Federal Railroad Administration

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Appendix B – Public Outreach Summary Report

Coachella Valley-San Gorgonio Pass Rail Corridor Service Program – Combined Final Tier 1/Program EIS/EIR and ROD

June 2022

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Coachella Valley-San Gorgonio Pass Rail Corridor Service

Program Environmental Document and Service Development Plan

Outreach Summary Report

September 2021

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1. Introduction

The purpose of this report is to summarize the outreach efforts and comments received to date associated with the Coachella Valley-San Gorgonio Pass Rail Corridor Program Tier 1/Program environmental process. This report provides a brief Program overview, description of the outreach process, meetings, and activities; as well as a summary of the comments received during the preparation of the Draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Prior outreach activities related to the scoping process may be found in the 2018 Outreach Summary Report (Appendix A).

1.1 Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor Program ("Coachella Valley Rail Program" or "Program") 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) Division of Rail and Mass Transportation, 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 of the Program Corridor. The Program Corridor provides a flexible regional context for the best location of an enhanced passenger rail system while providing opportunities for the Build Alternative Options within the Program Corridor to account for engineering and environmental constraints, as well as public input.

A Notice of Completion/Notice of Availability (NOC/NOA) for the Program was released on May 19, 2021 to initiate the public review period for the joint Tier 1/Program Environmental Impact Statement/Environmental Impact Report (Program EIS/EIR), pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). FRA, Caltrans, and RCTC and FRA accepted public comments over a 45-day period from May 21, 2021, through July 6, 2021. During this time, two public hearings were held, one on June 22, and another on June 26 to solicit feedback from the public, interested agencies, organizations and other individuals on the contents of the Program EIS/EIR. Due to ongoing health restrictions, both hearings were conducted online via the Zoom Webinar platform. Both meetings presented an identical agenda and Program presentation.

1.2 Outreach Approach

Building a decisive and flexible approach for stakeholder engagement is essential to execute an effective outreach program. The outreach approach for the Coachella Valley Rail Program was used to expand Program awareness and public involvement along the Program corridor leading up to and during the release of the Tier 1/Program EIS/EIR. Three phases of the outreach approach were implemented with specific goals and are outlined below:

- **Phase 1 (Communication Materials)**: Develop clear and concise materials to inform stakeholders and solicit comments throughout the development of the Tier 1/Program EIS/EIR.
- **Phase 2 (Agency & Stakeholder Communication)**: Meet with agencies, key stakeholder organizations and the Technical Advisory Committee (TAC) to provide Program updates, answer questions and solicit help in reaching their constituents.

- **Phase 3 (Development of the Tier 1/Program EIS/EIR)**: Notify the public on the release of the Tier 1/Program EIS/EIR through social media, digital and display advertisements and e-notifications, and facilitation of in-person and virtual public meetings.

2. Outreach Notification Methods

To solicit public participation for the NOA/NOC, a robust notification campaign was developed. Prior outreach activities and notification related to the Notification of Intent and Notice of Preparation are found in the 2018 Outreach Summary Report (Appendix A).

2.1 Notice of Availability/Notice of Completion Outreach Notification Efforts

The NOA/NOC for the Program was released on May 21, 2021 (Appendix E). The sections below detail the variety of methods the NOA/NOC was noticed and distributed.

2.1.1 Press Release & Media Toolkit

To announce the release of the Draft Tier 1/Program EIS/EIR, a news release was posted to the RCTC website on May 19, 2021. The press release provided background information on the Program, Program next steps and the estimated timeline for service. The press release strongly encouraged public participation during the comment review period and listed where physical and electronic copies of the Draft Tier 1/Program EIS/EIR could be viewed. The press release also provided information on the three methods the public could utilize to submit their comments (e.g., online, during the scheduled public hearings and through mail or via email).

To spread awareness about the release of the Draft Tier 1/Program EIS/EIR, the press release included a link to media toolkit. The media toolkit offered resources for media outlets and other organizations to easily share the Program information on their social media, websites or broadcast and included the following resources:

- Program Video (Full and Short Versions)
- Supplemental B-Roll Graphics and Video
- Program Fact Sheet (English/Spanish)
- Program FAQ (English/Spanish)
- Program Logo

The media toolkit was utilized across multiple news outlets and is summated in the following section.

2.1.2 Earned Media and Stakeholder Coverage

The media toolkit and other Program information were utilized across multiple platforms by key stakeholder organizations and new media. Information was posted about the Program via social media platforms and website posts. These types of stakeholder digital coverage are referred to as *earned media*.

2.1.2.1 Social Media

Social media posts provide a snapshot of information and allow members of the public to engage in a dialogue relating to the post. Program information and reminders to participate in the comment review period for the Draft Tier 1/Program EIS/EIR were shared approximately 25 times from various key stakeholders across Facebook and Twitter (Table 1).

Table 1 Social Media Schedule

#	Date	Organization	Distribution Method
1	5/11/2021	Move I.E	Facebook
2	5/30/2021	Live Work	Twitter
3	6/1/2021	NBC Palm Springs	Facebook
4	6/21/2021	The Transit Coalition	Facebook
5	6/21/2021	Planetizen	Facebook
6	6/21/2021	NBC Palm Springs	Twitter
7	6/22/2021	An Insider Guide	Twitter
8	6/22/2021	Coachella Valley	Facebook
9	6/23/2021	City of Indio	Twitter
10	6/23/2021	KESQ News Channel 3	Twitter
11	6/24/2021	Coachella Valley Repertory	Facebook
12	6/24/2021	Coachella Valley Repertory	Twitter
13	6/25/2021	The City of Indio	Facebook
14	6/25/2021	Indio Senior Center	Facebook
15	6/25/2021	Sunline Transit Agency	Facebook
16	6/28/2021	Urbanize LA	Twitter
17	6/29/2021	The Transit Coalition	Facebook
18	7/1/2021	City of Indio	Twitter
19	7/2/2021	East West Alliance	Facebook
20	7/3/2021	The City of Indio	Facebook
21	7/3/2021	Indio Senior Center	Facebook
22	7/6/2021	The City of Indio	Facebook
23	7/6/2021	Move I.E	Facebook
24	7/6/2021	California Planning and Development Report	Facebook
25	7/6/2021	Sunline Transit Agency	Twitter

2.1.2.2 Articles & Newsletters

Multiple stakeholder organizations wrote articles or shared Program information with their readership or members and provided links to the Program website, public hearing registration or the Program video. The articles were a way to provide in-depth coverage throughout the comment review period for the Draft Tier 1/Program EIS/EIR. In total, 14 different organizations shared or prepared articles on behalf of the Program (Table 2). Earned media articles may be found in Appendix B.

Table 2 Articles & Newsletters

#	Date	Publication	Article Title
1	5/20/2021	Patch	"All Aboard? LA To Coachella Train Service Planned"
2	5/27/2021	Mobility21	"Coachella Valley-San Gorgonio Pass Rail Service Draft Environmental Document Available May 21-July 6 for Public Review, Comments"
3	5/28/2021	Urbanize Los Angeles	"Union Station-Coachella Valley Rail Project Moves Forward"
4	5/28/2021	StreetsBlog LA	"Union Station To Coachella Valley Rail In the Works" (repost)

5	6/7/2021	Panetizen	"Proposed Rail Project Would Bring Trains from L.A. to Coachella Valley"
6	6/9/2021	UKEN Report	"Indio Infrastructure Project to get $20 Million"
7	6/17/2021	Desert Sun	"Coachella Valley rail proposal move forward with environmental study for review"
8	6/22/2021	Patch	"Train From Coachella Valley To Pass Area and LA: Public Hearings"
9	6/27/2021	NBC Palm Springs	"Coachella Valley Rail Project; Another Possible Option for Travel"
10	6/27/2021	Global News & Entertainment	"Coachella Valley Rail Project; Another Possible Option For Travel" (repost)
11	6/27/2021	Daily Advent	"Coachella Valley Rail Project; Another Possible Option for Travel" (repost)
12	7/6/2021	California Planning & Development Report	"Proposed Passenger Train Route from Los Angeles to Coachella Valley moves forward"
13	7/6/2021	KESQ Channel 3 news	"Last day for public comment on proposed railway to connect Coachella Valley with Los Angeles"
14	7/9/2021	The Press Enterprise	"Redlands eyes safety as passenger trains proposed for San Timoteo Canyon"

2.1.2.3 TV Segments

Two broadcast news channels, NBC Palm Springs and KESQ Channel 3 News, had segments dedicated to the Program. The KESQ Channel 3 News segment aired on June 22, 2021, and showed clips of the Program video and included interviews with the mayor of Desert Hot Springs Scott Mata and RCTC Public Affairs Manager, Cheryl Donahue. The NBC Palm Springs segment was broadcast on June 27, 2021, and provided information on the Program and the release of the Program EIS/EIR. The NBC video also included a video capture of the public hearings and the Program video.

2.2 Program Website

The Program website (rctc.org/cvr) was the main hub of information throughout the comment period. It was continuously updated to include the latest Program updates, environmental documents, information about the public hearings, and provided details on how to formally submit comments. The website also included a direct link to the EPA's website on regulations.gov for access to the environmental documents. Following the public hearings, presentations along with links to video recordings for each meeting were posted for continued public interest. Screen images of the website may be found in Appendix C.

2.2.1 Collateral Materials

Collateral materials including Program Fact Sheet, Frequently Asked Questions (FAQ), and PowerPoint Presentations were available on the Program website. The resources included basic information to provide stakeholders with the Program background, purpose and need and an overview of the environmental process. All three pieces of collateral were translated into Spanish. The PowerPoint Presentations were available following each public hearing.

2.2.2 Sign-up Form

The website also provided a fillable form that allowed members of the public to sign-up to receive future email updates or ask questions to the Program team. Comments received were logged in an inquiry matrix and were included as official public comments.

2.4 Newspaper Advertisements

Twelve display advertisements featuring the NOC/NOA were published in print and online publications (Appendix D). The NOC/NOA advertisements announced the availability and completion of the Program EIS/EIR, provided the locations where the public can find physical copies of the documents, encouraged public participation and provide information on the public hearings. Advertisements published in English and Spanish from the Greater Los Angeles Area to the Inland Empire and Coachella Valley. RCTC and the Program team published in 11 newspapers (Table 3).

Table 3 Newspaper Advertisement Publications

#	Newspaper	Run Date	Type	Language
1	El Informador Del Valle	5/20/21	Print	Spanish
2	Excelsior LA	5/21/21	Print	Spanish
3	Excelsior OC	5/21/21	Print	Spanish
4	Inland Valley Daily Bulletin	5/21/21	Print	English
5	La Opinion	5/21/21	Print	Spanish
6	La Presena Hispana	5/21/21	Print	Spanish
7	La Presna	5/21/21	Print	Spanish
8	LA Times	5/21/21	Print	English
9	San Bernardino Sun	5/21/21	Print	English
11	The Press Enterprise	5/21/21	Print	English
12	The Press Enterprise	5/21/21	Online	Eng5lish

2.5 E-Notification

E-notifications were prepared and used to send information directly to the following contacts included in the Program database including:

- Academic Institutions
- Agencies
- Businesses
- Chambers of Commerce
- Community Based Organizations
- Elected Offices
- Interested Parties
- Participating Railroads
- Native American Tribal Partners

Notifications distributed included information on the release of the Draft Tier 1/Program EIS/EIR, how to comment, and invitations to participate to the public hearings. The first round of notifications was distributed to cities, agencies and key stakeholder groups with the goal that the groups would go on to spread Program information to their audiences. The second round targeted the full list of database contacts (Appendix G). Table 4 describes the notification schedule, purpose, and targeted audience.

Table 4 E-Notification Schedule

#	Purpose	Audience	Date
1	TAC Invitation	TAC	4/20/21
2	TAC Thank You & Public Comment/Hearing Invitation	TAC	5/4/21
3	Stakeholder Briefing Invitation	Key Stakeholders	5/27/21
4	Stakeholder Briefing Reminder	Key Stakeholders	6/8/21
5	Stakeholder Briefing Thank You & Public Comment/Hearing Invitation	Key Stakeholders	6/17/21
6	Public Hearing Invitation	Full List	6/24/21

7	Thank You for Attending the Public Hearings/Comment Reminder	Full List	6/29/21
8	Comment Reminder	Full List	7/1/21
9	End of Comment Period	Full List	7/6/21

2.6 Social Media

Social media advertisements and posts on the RCTC Facebook and Instagram pages and the Coachella Valley Rail Program page were used prior and after the release of the NOC/NOA to provide information and invite the public to participate in the comment period and public hearings.

2.6.1 Paid Advertisements

Three paid Facebook/Instagram campaigns were launched and targeted audiences in Riverside, San Gorgonio Pass and Coachella Valley. The May campaign (May 26 – June 1, 2021) focused on the release of the Program EIS/EIR while the June campaigns (June 17 – June 26, 2021) aimed at encouraging the public to attend Public Hearing #1 or #2. The three campaigns resulted in a total of 104,417 impressions, 41,824 persons reached and 3,073 clicks. Analytics by ad are shown in Table 5.

Table 5 Paid Advertisements

Ad	Impressions	Reach	Clicks (All)	Post Reactions
Program EIS/EIR Release	66,645	32,536	2,602	413
Public Hearing #1	18,669	10,362	258	8
Public Hearing #2	19,073	11,204	213	6
Total	104,417	41,824	3,073	427

2.6.2 Posts

Social media postings continue to be a quick and cost-efficient way to push out information to the public. Twitter was utilized to disseminate short digestible information while Facebook and Instagram posts expanded on information with accompanying links and graphics. The RCTC YouTube page was also utilized to house the Program video and virtual hearing recordings. A robust social media notification schedule was developed to organize each post copy and graphic in a way that allowed followers of the RCTC and Program social media pages to see a variety of content throughout the duration of the comment period. Animated graphics were developed specifically for Facebook to further draw attention to the posts. In total, 25 posts were developed and shared across all available platforms. The culmination of social media postings are shown in Table 6.

Table 6 Social Media Posts

#	Post Date	Media Platform	Theme
1	5/6/21	Project Facebook	Technical Advisory Committee
2	5/11/21	YouTube	Project Video
3	5/11/21	Project Facebook	Project Video Promotion
4	5/11/21	Instagram	Project Video Promotion
5	5/11/21	Twitter	Project Video Promotion
6	5/17/21	Project Facebook	Sign-up for Updates
7	5/21/21	Project Facebook	Release of Program EIS/EIR
8	5/25/21	Project Facebook	Public Hearings & Commenting
9	5/25/21	RCTC Facebook	Public Hearings & Commenting
10	6/1/21	Project Facebook	Coachella/Stagecoach Article
11	6/21/21	Project Facebook	Public Hearing #1 - Tomorrow

12	6/21/21	RCTC Facebook	Public Hearing #1 - Tomorrow
13	6/21/21	Twitter	Public Hearing #1 - Tomorrow
14	6/21/21	Instagram	Public Hearing #1 - Tomorrow
15	6/22/21	Project Facebook	Public Hearing #1 - Today
16	6/25/21	Project Facebook	Public Hearing #2 - Tomorrow
17	6/25/21	RCTC Facebook	Public Hearing #2 - Tomorrow
18	6/25/21	Instagram	Public Hearing #2 - Tomorrow
19	6/25/21	Twitter	Public Hearing #2 - Tomorrow
20	6/26/21	Project Facebook	Public Hearing #2 - Today
21	6/29/21	Project Facebook	Comment Reminder
22	7/1/21	Project Facebook	Comment Reminder
23	7/6/21	Project Facebook	Final Day for Comments
24	7/6/21	RCTC Facebook	Final Day for Comments
25	7/6/21	Twitter	Final Day for Comments

2.7 Program Video

To increase public awareness of the Program, a 4-minute Program video was developed and distributed. The video described the challenges of moving around Southern California due to increasing traffic and explained how the Coachella Valley Rail could make it easier to travel. The video-guided viewers through the Program corridor and highlighted potential station stops, landmarks and key destinations along the route. The purpose of the tour was to have viewers imagine the possibilities of reliant and convenient travel on the proposed Amtrak service and garner excitement for the Program. The video also informed of the Program timeline and encouraged viewers to participate in the public comment period.

The video was posted to RCTC's YouTube page on May 11, 2021, and was an important piece of the notification plan, being utilized in the media toolkit, social posts and was showcased during the public hearings. Many of the earned media garnered (Section 2.2), including the TV segments, provided a link to the full video or incorporated clips or screen captures. The Program video was especially engaging on Facebook earning 3,454 impressions, 736 clicks and 22 shares and was the most successful post during the social media notification campaign.

2.8 Geotargeting

To augment standard notification efforts, geofencing digital advertisement campaigns were implemented to notify the public about the public comment period and the public hearings associated with the release of the Draft Tier 1/Program EIS/EIR. Geofencing advertisements are used as marketing tools to digitally display mobile and desktop electronic devise in a global position system-defined geographic boundary. This technology allows for digital advertisements to target people in a defined area. Three geofencing campaigns were launched during the comment period and focused on targeting those traveling or living in zip codes along the rail corridor from Redland to Coachella as well as a 500-foot "fenced" buffer around Riverside, Fullerton and Union Stations. To capture audiences that may have altered their travel patterns during the COIVD-19 pandemic, data was from February 2020 devices as well as current data including landmarks and events of interest. Pulling data from locations and events of interest made it so the ads were being targeted to potential travelers.

Two sets of graphic advertisements were used for three campaigns. The first and third campaigns prompted the public to provide their input on the Draft Tier 1/Program EIS/EIR and ran from May 21 to 28, 2021 and June 28 to July 6, 2012, respectively. The second campaign invited the public to participate in the public hearings. The total engagement resulted in the digital advertisements being viewed online

999,994 times on electronic devices, also known as digital impressions. Each campaign drove traffic to the Program website (rctc.org/cvrail). Visit Appendix F for details of each campaign.

3. Meeting and Briefings

Ongoing outreach to key stakeholders and agencies were conducted prior and during the comment period. Continued communication with stakeholders is a critical component of the outreach plan in generating overall awareness of the Program and public comment process. Details on the meetings and briefings conducted are summarized in Table 7.

Table 7 Summary of TAC Meetings, Briefings and Public Meetings

Meeting Date	Purpose	# of Attendees
Technical Advisory Committee Meeting		
May 31, 2018	Program overview and update, definition of Alternatives, Service Development Plan overview.	15
September 20, 2018	Program overview and update, review role of Federal Railroad Administration.	24
May 16, 2019	Tier 1 and Tier 2 overview, Service Development Plan update and next steps.	33
May 4, 2021	Program overview and update, information on the release of the environmental documents and upcoming public hearings.	34
Elected Officials Briefing		
May 27, 2021	Program overview and update, information on the release of the environmental documents and upcoming public hearings with Office of Representative Raul Ruiz.	16
Stakeholder Presentations		
June 10, 2021	Program overview and update, information on the release of the environmental documents and upcoming public hearings.	8
June 25, 2021	Program overview and update, information on the release of the environmental documents.	-
July 1, 2021	Same as above	-
Agency Presentations		
May 6, 2021	Program overview and update, information on the release of the environmental documents and upcoming public hearings.	-
May 6, 2021	Same as above	-
May 13, 2021	Same as above	-
June 5, 2021	Same as above	-
June 7, 2021	Same as above	-
June 10, 2021	Same as above	-
Public Meetings		
June 22, 2021	Public Hearing	45
June 24, 2021	Public Hearing	25

3.1 Technical Advisory Committee Meeting

RCTC has conducted updates to the TAC on an ongoing basis leading up to the release of the Program EIS/EIR. Formed in 2014, the TAC is convened during key milestones of the Program. The goal is to help guide the analytical portions of the study and receive feedback from agencies, participating railroads, State and Federal partners, rail and tribal partners and other Program partners. While some members of

the TAC have been involved since the committee's infancy, new members are continuously added as needed. A total of eight TAC meetings have been held since 2014. Approximately 92 members represent the TAC and a full roster may be found in Appendix H.

RCTC held the eighth TAC meeting on May 4, 2021 with TAC members to provide a Program update, information about the Draft Tier 1/Program EIS/EIR and to encourage agency leaders to help spread the Program information to the public. The meeting was held via Zoom webinar and was attended by 34 people representing 16 agencies. After the presentation portion of the meeting, the Program team was made available to answer clarifying questions about the Draft Tier 1/Program EIS/EIR. The TAC was encouraged to share Program information with their communities and followers on their websites and social media platforms throughout the comment period. Following the TAC meeting, a Thank You email was sent to the full list of TAC members, thanking them for their ongoing participation and partnership, listing the three commenting methods and providing the shareable meeting materials including the presentation video, PowerPoint presentation and Program fact sheets. The PowerPoint presentation may be found in Appendix H.

3.2 Stakeholder Presentations

Direct communication with key stakeholders is essential in implementing a broad outreach program. A Stakeholder Briefing was scheduled prior to the public hearings and the invitation list was composed of community leaders and stakeholders within the Program corridor who represent of a broad range of regional and local interests. The meeting emphasized briefing trusted local leaders to share information before meeting with the community during the hearings.

On June 10, 2021, RCTC held a Stakeholder Briefing for the Program via Zoom platform. In consideration for stakeholders that may be unfamiliar with the Program, the presentation provided an overview, the purpose and need and gave a briefing on the program history and prior planning activities. The Program team also explained each of the Build Alternatives Options being considered, provided information on the physical and electronic locations of where the Draft Tier 1/Program EIS/EIR would be available, and gave instructions on how to submit comments. Following the presentation, the stakeholders were invited to register for the virtual public hearings and explained the hearings were an opportunity to submit oral comments. The group was informed that each hearing would provide Spanish interpretation and English closed captioning and the hearings will be recorded and posted on the Program website. The stakeholders were then allowed to ask questions on the document to the Program team. At the conclusion of the briefing, stakeholders were shown a slide that indicated how to stay involved by following RCTC and the FRA across their social media platforms and websites.

Following the Stakeholder Briefing, all invitees were sent a Thank You email to remind them of the public hearings, provide the methods of commenting and share the meeting materials including the briefing video recording, PowerPoint presentation and Program factsheet. In summary, 47 stakeholders were invited to participate in the Stakeholder Briefing and follow-up calls were placed to the invitees to encourage participation. Groups that were invited represented community-based organizations, chambers of commerce, businesses, specialized transit groups, academic institutions, religious organizations and economic groups. A total of 8 people attended the Stakeholder Briefing. The PowerPoint presentation and a full list of organizations invited to the Stakeholder Briefing may be found in Appendix I.

Two additional briefings with key stakeholder organizations were held on June 25, 2021 for the Greater Palm Springs Convention & Visitors Bureau and July 1, 2021 for the Coachella Valley Realtor's Association. Each presentation provided similar content to the Stakeholder Briefing and the individual briefing allowed each organization to have additional time to ask questions to the Program team.

3.3 Agency Presentations

Ongoing communication with agencies is central to the Program to ensure Program partners are well informed and are given the opportunity to ask clarifying questions. Prior to and throughout comment period, agency presentations were provided upon request. The content of the presentations were similar to that of the TAC meeting. In total, six presentations were provided to the agencies (Table 8).

Table 8 Agency Presentations

#	Date	Agency
1	5/6/21	T-Now San Gorgonio Pass Chapter
2	5/6/21	RCTC Commission
3	5/13/21	San Bernardino County Transportation Authority (SBCTA) – Metro Valley Committee
4	6/5/21	LOSSAN
5	6/7/21	Coachella Valley Association of Governments (CVAG) Board
6	6/10/21	Palm Spring City Council

3.4 Elected Office Coordination

Building relationships with elected offices is critical to the success of the overall program. On May 27, 2021, RCTC gave a briefing to the Office of Representative Raul Ruiz (D-CA 36th District) whose district represents a majority of the Coachella Valley. The purpose of the briefing was to provide Program updates, information on the release of the environmental documents and the public hearings.

4. Draft Tier 1/Program EIS/EIR Comment Review Period

The importance of a comment review period is for members of the public to provide input on environmental documents related to a variety of topics ranging from environmental and community impacts to socioeconomic and environmental justice effects. The Draft Tier 1/Program EIS/EIR for this Program was available for public review and comment for 45 days starting from May 21, 2021 and ending on July 6, 2021. The public was provided multiple opportunities to comment on the Draft Tier 1/Program EIS/EIR through traditional and online methods. These methods included:

- Via the virtual public hearings;
- Via online form at https://www.regulations.gov/document/FRA-2021-0048-0002; and
- Via letter or electronic mail to FRA.

In addition, the Draft Tier 1/Program EIS/EIR was posted to the CEQAnet website, per CEQA guidelines.

4.1 Virtual Commenting Platform

An online commenting platform hosted on EPA's regulations.gov site was made available to the public throughout the duration of the comment review period for the Draft Tier 1/Program EIS/EIR. The platform allowed the public to provide input on the Draft Tier 1/Program EIS/EIR and for sharing across social media platforms and websites. It was the most popular way to provide public input and garnered 256 comments.

4.2 Virtual Public Hearings Overview

In conformance with COIVD-19 safety measures, two public hearings were held on virtually via Zoom Webinar on June 22nd from 6 to 8 p.m. and June 26th from 9 to 11 a.m. To increase participation, one meeting was held on a Tuesday weeknight while the second meeting was held the following Saturday morning to accommodate commuters or night working individuals. The combined meetings attracted 70 participants. At each hearing, a stenographer was online to record all questions, answers and public comments. The final transcript may be found in Appendix J. Lists of meeting attendees and copies of each presentation can also be found in Appendix J.

At each public hearing, representatives from FRA, RCTC, and HDR Inc., were introduced and showed the attendees the Program video to provide a snapshot rail corridor. Following the video, the Program team proceeded to present on the following topics including:

- An overview of the Program's purpose and need;
- A summary of the Program history and prior planning activities;
- An explanation of the Build Alternative Options considered;
- A review of the Draft Tier 1/Program EIS/EIR availability and ways to comment;
- A question-and-answer session; and
- An opportunity for verbal comments and encouragement to present official written comments.

After the presentation, the attendees were allowed to ask clarifying questions before the start of the oral testimony. The Program team provided verbal responses and supplemental resources through the Zoom chat feature. In total, 22 questions were clarified during the Q&A.

Following the Q&A session, the formal public commenting session began. The Program team received verbal testimony for the entirety of the scheduled two-hour hearing. In total, 22 verbal comments were received during the public commenting session during the public hearings.

To increase public awareness, video recordings of each public hearing were posted to the RCTC YouTube page. As of July 16, 2021, the video recordings garnered 66 views.

4.2.1 Accessibility

The proposed Build Alternative Options intersect some of the most diverse communities in Southern California. To accommodate the needs of these communities, multiple accessibility features were available during the virtual public hearings associated with the release of the Draft Tier 1/Program EIS/EIR. All collateral, including the program fact sheet, FAQ and Draft Tier 1/Program EIS/EIR documents were compliant with Section 508. The NOC/NOA informed the public of special accommodations that could be made 72 hours in advance of the public hearings, including American Sign Language (ASL) interpretation, documentation in alternate formats and language requests. Although no special accommodations were requested, a live Spanish interpreter was made available at each virtual public hearing. The inclusion of an interpreter allowed Spanish-speaking attendees to ask questions or give verbal testimony while the interpreter relayed their comments in English to the panel.

In addition, the PowerPoint presentation was posted as a link to access in the Zoom chat feature so Spanish-speaking individuals could follow along during the virtual public hearings. The audio of the Spanish interpreter was recorded and posted online following each virtual public hearing. Closed captioning was also accessible during the hearings allowing participants to view the full transcript if

needed. A telephone call-in number was also provided and allowed for oral testimony participation. Specific groups that were contacted represented disabled populations including Blindness Support, Independent Living Partnership, Angel View, Specialized Transit providers and members of the Citizens and Specialized Transit Advisory Council.

5. Summary of Public Comments

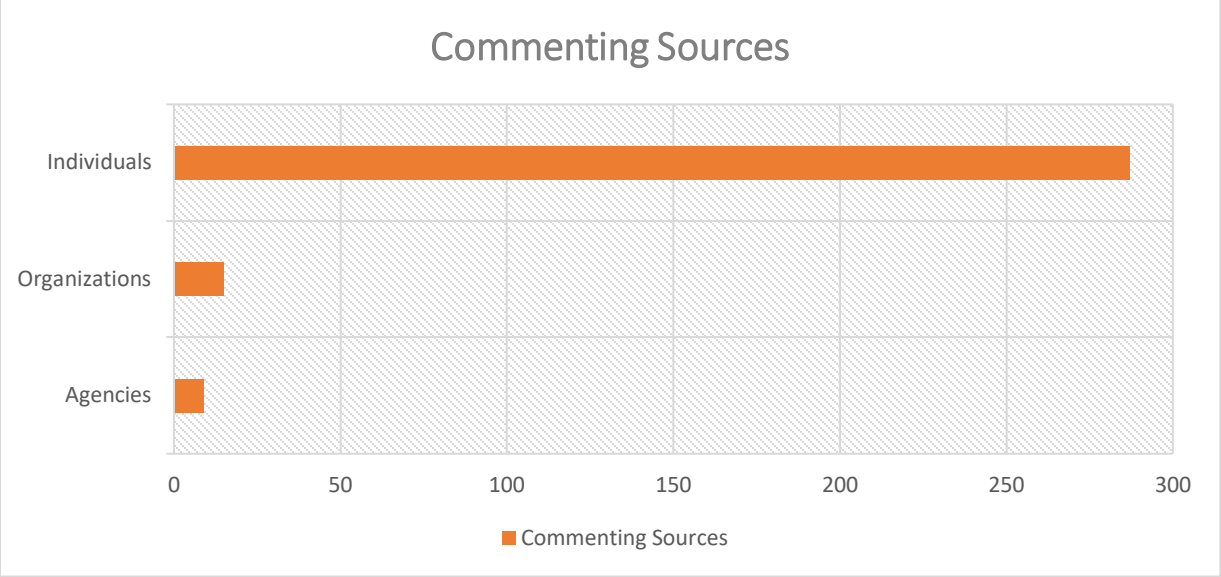
As previously stated, the formal comment period ran from May 21 to July 6, 2021. During this time a total of 297 public comments were submitted by 9 agencies, 15 organizations and 273 individuals. Ten comment letters from individuals were received after the close of the comment period and although FRA, Caltrans, and RCTC are not obligated to respond to comment letters received after the close of the formal comment review period, the late arriving comment letters were included in the final documentation and responses were provided as a courtesy.

Agencies that provided public comment for this period include:

- San Bernardino County Transportation Authority (SBCTA)
- County of San Bernardino
- City of Colton
- City of Coachella
- City of Calimesa
- City of Indio
- City of Redlands
- United States Environmental Protection Agency (US EPA)
- California Highway Patrol

The most popular method of submitting comments was through the FRA comment platform, Regulations.gov, followed by email submitted comments. A breakdown of total commenting sources is seen in Figure 1.

Figure 1 Commenting Sources



Each comment submission had the potential to include mention of multiple comment issues. Most of the comments received expressed similar interest in a particular topic. Twelve recurring topics emerged from the collection of comments and include:

- Proposed Station Locations
- Conceptual Nature of Build Alternative Option Components
- Freight Train Volume Assumptions
- Noise Quiet Zones
- Wildlife Corridors
- Train Trip Frequency
- Train Trip Duration
- Program Funding
- Program Timing
- Transit Connections
- Locomotive Technology
- Environmental Justice

Of these topics the top three themes were Transit Connections, Proposed Station Locations and Conceptual Nature of Build Alternative Option Components. Additional comments that were not responded to include support for the program and use of public funding.

6. Conclusion and Next Steps

Comments received during the 45-day comment review period will be incorporated and taken into consideration as part of the Final Tier 1/Program EIS/EIR. Based on public input received during the comment review period, FRA, Caltrans, and RCTC would consider the selection of a Build Alternative Option during the Final Tier 1/Program EIS/EIR process. If a Build Alternative Option is selected, FRA would issue a Record of Decision and RCTC would issue a Notice of Determination for the Final Tier 1/Program EIS/EIR. However, the identification and selection of a Preferred Build Alternative Option at the Tier 1/Program EIS/EIR does not authorize construction of the Program. The identification and selection of a Preferred Build Alternative Option at the Tier 1/Program EIS/EIR would be carried forward for subsequent Tier 2/Project-level studies, design, and environmental review.

APPENDIX

Riverside County Transportation Commission
Coachella Valley-San Gorgonio Pass Rail Project
Outreach Summary Report

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2018 Outreach Summary Report

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

RCTC
Riverside County Transportation Commission

FINAL Public Scoping Summary Report

Coachella Valley-San Gorgonio Pass Rail Corridor Service Study

May 2018

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Acronyms and Abbreviations

Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EO	Executive Order
EPA	Environmental Protection Agency
FR	Federal Register
FRA	Federal Railroad Administration
LAUS	Los Angeles Union Station
Metro	Los Angeles County Metropolitan Transportation Authority
NEPA	National Environmental Policy Act
NOI	Notice of Intent
NOP	Notice of Preparation
RCTC	Riverside County Transportation Commission
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
UP	Union Pacific Railroad
USFWS	United States Fish and Wildlife Service

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1 Introduction

This Coachella Valley-San Gorgonio Pass Rail Corridor Project (CV Rail Project or the project) Public Scoping Summary Report summarizes the scoping process undertaken for the project in accordance with National Environmental Policy Act (NEPA); the Council on Environmental Quality (CEQ) regulations implementing NEPA; Federal Railroad Administration's (FRA) Procedures for Considering Environmental Impacts; 23 U.S.C. § 139; and the California Environmental Quality Act (CEQA).

During the scoping process, the lead agencies, which include FRA, California Department of Transportation Division of Rail & Mass Transportation (Caltrans), and Riverside County Transportation Commission (RCTC) engage the public (i.e., citizens, elected officials, and key stakeholders), as well as local, state, and federal agencies during the early stages of the joint Tier 1/Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) (Tier 1/Program EIS/EIR).

Information developed by the lead agencies, as well as comments received from the public and other stakeholders, during the scoping process, will help the agencies:

- Refine the Purpose and Need for the project
- Provide input on alignments or alternatives that should be considered in the Tier 1/Program EIS/EIR
- Identify potential environmental effects of the project to be addressed in the Tier 1/Program EIS/EIR

In addition, this Public Scoping Summary Report describes the scoping activities and summarizes the written and verbal comments received on FRA's Notice of Intent (NOI) and RCTC's Notice of Preparation (NOP) and comments received at the joint public scoping meetings held for the project during the scoping period.

1.1 Project Description

FRA and Caltrans are identified as Joint Lead Agencies under NEPA, and RCTC is the Lead Agency under CEQA. FRA, Caltrans, and RCTC have prepared this Tier I/Program EIS/EIR in compliance with NEPA (42 U.S. Code [USC.] § 4321 et seq.) and CEQA (California Public Resources Code, Section 21000, et seq.), the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 Code of Federal Regulations [CFR] parts 1500 - 1508), FRA's Procedures for Considering Environmental Impacts (FRA's Environmental Procedures) (64 Federal Regulation 28545, May 26, 1999), and 23 USC § 139. The Tier 1/Program EIS/EIR will include a programmatic environmental evaluation of the potential implementation of daily intercity passenger rail service between Coachella/Indio in the Coachella Valley through the San Gorgonio Pass to Los Angeles Union Station (LAUS) in Los Angeles, California (the Corridor).

FRA, RCTC, and Caltrans will use a tiered NEPA process (e.g., Tier 1/Program EIS/EIR) to complete the environmental review of the project, under 40 CFR 1508.28 (titled Tiering) and State CEQA Guidelines Section 15168 (titled Program EIR) and Section 15170. "Tiering" is a staged environmental review process often applied to environmental review for complex transportation projects. When used, the initial phase of a tiered process addresses broad questions and likely

environmental effects for the rail corridor including, but not limited to, the type of service(s) being proposed, major infrastructure components, and identification of major facility capacity constraints.

Based on the decisions made in the Tier 1/Program EIS/EIR, future site-specific proposals would be analyzed at a greater level of detail and addressed in subsequent phases or tiered (e.g., project-level NEPA and CEQA) environmental documents.

The Tier 1/Program EIS/EIR for the project is preceded by several years of preliminary project development activities. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies on the Coachella Valley-San Gorgonio Pass Rail Corridor. In July 2016, RCTC, in coordination with Caltrans and FRA, prepared the *Coachella Valley-San Gorgonio Pass Rail Corridor Service Study Alternatives Analysis Final Report* that evaluated a reasonable range of alternatives for a new intercity rail service between Los Angeles and Indio. The purpose of the Alternatives Analysis Report was to start identifying alternatives for more detailed evaluation in a subsequent Service Development Plan (SDP) and Tier 1/Program EIS/EIR. The alternatives identified in the Alternatives Analysis Report were presented to the public during the scoping process and may be reevaluated or refined, as necessary, in response to comments and as the NEPA/CEQA process progresses.

1.2 NEPA/CEQA Scoping Process

NEPA is a procedural federal law that mandates an interdisciplinary environmental review and documentation process for all federally-funded projects. CEQA is a procedural state law that mandates an interdisciplinary environmental review and documentation process for projects within California. The NEPA/CEQA documentation process ensures that the following goals have been met before a project is implemented:

- Federal, state, and local agencies; the public; and other project stakeholders have been involved in the decision-making process
- A reasonable range of alternatives have been examined
- Impacts to environmental resources, and any appropriate mitigation measures, have been considered

As previously discussed, a Tier 1/Program EIS/EIR is being prepared for the project in accordance with NEPA and CEQA. The Tier 1/Program EIS/EIR will address compliance with other applicable federal, state, and local environmental laws and regulations, including but not limited to: Section 106 of the National Historic Preservation Act; Clean Water Act; Section 4(f) of the U.S. Department of Transportation Act of 1966; Section 6(f) of the Land and Water Conversion Fund Act (LWCF) of 1965; Endangered Species Act; Executive Order (EO) 11988 and USDOT Order 5650.2 on Floodplain Management; EO 11990 on Protection of Wetlands; and EO 12898 on Environmental Justice.

The scoping process includes the following major elements:

- Publication of the NOI in the *Federal Register (*FR) and the NOP in the California State Clearinghouse
- Public Scoping Meetings

- Scoping Comment Period
- Project Scoping Summary Report

The NEPA/CEQA scoping process provides government agencies, public and private organizations, and the general public the opportunity to identify environmental issues and alternatives for consideration in the Tier 1/Program EIS/EIR. The scoping process and results are an initial step in the NEPA/CEQA process.

2 Scoping Process

2.1 Pre-NEPA/CEQA Public Outreach

RCTC began public outreach for the project in 2014 prior to the formal initiation of the NEPA/CEQA process. The early outreach included multiple Technical Advisory Committee meetings, public outreach meetings, and individual meetings with elected officials within the Coachella Valley. These early outreach activities are summarized in Table 1.

Table 1. Summary of Pre-NEPA/CEQA Public Outreach

Meeting Date	Location	# of Attendees	Meeting Topic
Technical Advisory Committee Meetings			
November 19, 2014	In-person, and via webcast at Southern California Association of Governments (SCAG) offices in Riverside, Los Angeles and Orange; Coachella Valley Association of Governments offices; conference call option also provided	31	Project introduction and overview, study vision, understanding of partners, FRA process, public outreach plan, travel market
February 25, 2015	Same as above	37	Study status update, draft Purpose and Need Statement, concept alternatives, public meeting update
November 4, 2015	Same as above	28	Route alternatives studied, evaluation process, coarse level and fine level screening criteria and results, discussion of preferred alternative and no-build alternative
Public Meetings			
February 23, 2015	Banning City Hall	22	Proposed project overview; seek feedback about rail service expansion and Purpose and Need
February 26, 2015	Coachella Valley Association of Governments, Palm Desert	• 75 in person attendees • 56 webcast attendees • 98 additional webcast views after the meeting	Same as above
Online Survey (Southern California Region)			
March-July 2015	Online Survey	668 responses	Travel patterns, public transit usage, travel barriers, traffic congestion
Elected Officials Briefings (Riverside County)			
February-March 2015	One-on-one briefings with Riverside County Elected Officials	16 participants	Proposed project overview; seek feedback about rail service expansion and Purpose and Need

Comments received during the scoping period from agencies and other stakeholders regarding recommended or required coordination have been incorporated into this Public Scoping Summary Report.

2.2 Notice of Intent/Notice of Preparation

FRA published the NOI in the FR to prepare an EIS for the project on October 11, 2016 (FR Vol. 81, No. 196, pages 70257-70260). The NOI serves as the official legal notice that a federal agency is commencing preparation of an EIS. As described in the NOI, the formal scoping period ended on November 10, 2016.

As required by CEQA Guidelines §15082 (14 CCR 15000 et seq.), RCTC issued an NOP on October 6, 2016 (State Clearinghouse #2016101017). The NOP summarized the project, provided information on RCTC's intention to prepare a joint Tier 1/Program EIS/EIR, and requested comments from interested parties. The formal scoping period for the NOP ended on November 10, 2016 instead of November 5, 2016 (as indicated in the scoping meeting notices and scoping meeting materials) to coincide with the dates in the NOI published in the FR.

The NOI and NOP provided background information on the project, presented draft project purpose and objectives, addressed the alternatives development process, and provided an initial list of environmental resources to be analyzed. The NOI and NOP also announced the public scoping meetings and invited local, state, and federal agencies; the public; and other interested parties to submit scoping comments. The NOI and the NOP are included in Appendix A.

2.3 Agency and Public Outreach

2.3.1 Agency Outreach

Table 2 identifies the agencies that responded to the NOI and NOP.

Table 2. Agency Points of Contact

Agency	Point of Contact	Title
City of Palm Desert	Ryan Stendell	Director of Community Development
South Coast Air Quality Management District (SCAQMD)	Jillian Wong	Planning and Rules Manager
National Park Service	Jill Jensen	Cultural Resource Specialist
Los Angeles County Metropolitan Transportation Authority (Metro)	Elizabeth Carvajal	Senior Manager, Transportation Planning
Southern California Regional Rail Authority (SCRRA/Metrolink)	Ron Mathieu	Senior Public Project Specialist
California Department of Fish and Wildlife (CDFW)	Leslie MacNair	Regional Manager
California Department of Transportation, District 8 (Caltrans)	Mark Roberts	Office Chief, Intergovernmental Review, Community, and Regional Planning
Southern California Association of Governments (SCAG)	Ping Chang	Acting Manager, Compliance and Performance Monitoring
City of Coachella	Steven Hernandez	Mayor
United States Fish and Wildlife Service (USFWS)	Kennon Corey	Assistant Field Supervisor
United States Environmental Protection Agency (EPA), Region IX	Clifton Meek	Environmental Review Section
City of Indio	Mariano Aguirre	Director of Housing and Development

2.4 Public Outreach

Members of the public, including citizens, elected officials, and other key stakeholders (i.e., community associations, local institutions, and study area-adjacent property owners), are important participants in the NEPA and CEQA process. These entities will be consulted throughout the NEPA/CEQA process at various project milestones. Public input gathered during the scoping phase of the Tier 1/Program EIS/EIR helps guide the development of the Tier 1/Program EIS/EIR.

2.4.1 Outreach and Notification

In addition to the publication of the NOI and NOP, public scoping outreach and notification occurred through a range of outreach methods and activities as outlined below.

2.4.1.1 Website

The NOI/NOP, press release, and information related to scoping meeting locations and times were made available to the public on RCTC's website for the project: http://www.rctcdev.info/rail/coachella-valley-rail-service.

2.4.1.2 Social Media

On October 7, October 10, and October 11, 2016, RCTC's Twitter and Facebook accounts included posts with information for the public scoping meeting dates and times and a link to the project website

(Appendix A). RCTC has approximately 900 Twitter and 1,200 Facebook followers. Posts were made to inform the public on how to submit comments. A link to the project fact sheet was also made available via RCTC's Facebook account. RCTC's Facebook and Twitter accounts can be found at www.facebook.com/cvrailproject and @rctc.

2.4.1.3 Mailing List

In addition to the release of the NOP and NOI, notifications were sent via email and postal mail to approximately 570 persons on the public outreach distribution list. As identified in the project's Agency and Public Coordination Plan, the distribution list was developed by taking into account early outreach efforts, such as the Technical Advisory Committee meetings, public outreach meetings, and stakeholders within the Coachella Valley area and along the rail corridor. The distribution list includes elected officials, stakeholders, community groups, and members of the public with an interest in the project. The distribution list will be updated and expanded as needed throughout the duration of the Tier 1/Program EIS/EIR with updated versions provided to the project team at periodic intervals. An additional 23 certified mailings containing the NOP were sent to federal, state, and local agencies and organizations with an interest in the project. Notifications also included a description of the project, the NEPA/CEQA process, and instructions for submitting public comments or requesting special accommodations.

2.4.1.4 Newspaper Advertisements and Press Releases

RCTC advertised the public scoping meetings and comment period in the following newspapers:

- The Press-Enterprise published on October 6, 2016 – circulation in Southern California
- Los Angeles Times published on October 6, 2016 – circulation in Southern California
- The Desert Sun published on October 6, 2016 – circulation in Coachella Valley
- La Opinion (Spanish) published on October 6, 2016 – circulation in Southern California
- El Informador del Valle (Spanish) published on October 6, 2016 – circulation in Coachella Valley
- La Prensa (Spanish) published on October 7, 2016 – circulation in Riverside, San Bernardino and East Los Angeles counties
- Excelsior (Spanish) published on October 7, 2016 – circulation in Orange County
- La Prensa Hispana (Spanish) published on October 7, 2016 – circulation in Coachella Valley, eastern portion of Riverside County, eastern portion of San Bernardino County, and Imperial County

Copies of these advertisements are included in Appendix A. The advertisements invited the public to attend the public scoping meetings, provided information regarding the meeting times and places, meeting format, the 30-day public scoping period, the publication of the NOI and NOP, project website address, and instructions for submitting public comments or requesting special accommodations.

Additionally, RCTC issued an electronic press release on October 11, 2016 (Appendix A), inviting the public to attend the public scoping meeting, providing meeting times and places, information regarding

the public scoping period, and instructions for submitting public comments or requesting special accommodations. The Southern California Association of Governments (SCAG) and the City of Indio also posted the press release on their respective websites. The NOP and an associated press release were also made available to the public on RCTC's website for the project: http://www.rctcdev.info/rail/coachella-valley-rail-service.

2.4.2 Public Scoping Meetings

During the NOI/NOP comment period, FRA and RCTC conducted three public scoping meetings as summarized in Table 3.

Table 3. Public Scoping Meetings

Meeting Date	Location	Time	Number of Attendees
October 12, 2016	Springbrook Clubhouse at Reid Park 1101 N. Orange Street Riverside, CA 92501	5 – 7 p.m.	8
October 13, 2016	Indio Senior Center 45700 Aladdin St Indio, CA 92201	5 – 7 p.m.	17
October 17, 2016	Metro Headquarters 1 Gateway Plaza Los Angeles CA 90012	5 – 7 p.m.	14

The public scoping meetings helped to notify stakeholders about the public comment period for the CEQA NOP (October 6, 2016 through November 10, 2016) and the NEPA NOI (October 11, 2016 through November 10, 2016). The primary goals for the public scoping meetings were to:

- Educate the public on the need for the project
- Share the history of the project and how the project has evolved
- Outline the project benefits
- Highlight the project elements
- Present the project timeline
- Explain the next steps
- Gather public comments per the requirements of CEQA and NEPA
- Initiate the Section 106 process

The scoping meetings provided the public and government agencies the opportunity to receive information on the NEPA/CEQA process, the project, and how to provide comments. Approximately 39 persons attended the scoping meetings in Los Angeles, Indio, and Riverside, including representatives from local and state agencies, organizations, and private citizens. Appendix B includes the sign-in sheets for the three public scoping meetings.

At the beginning of each of the scoping meetings, all attendees were greeted by a member of the project team and asked to sign in at a "Welcome" station. Copies of the NOI and NOP were also available at the sign-in tables. To ensure that the multilingual needs of the community were met, the project fact sheet was available in Spanish. In addition, project team staff members were available to interpret the presentation in Spanish. Project fact sheets and comment cards were provided as handouts at the public scoping meetings. Copies of all collateral materials provided at the scoping meetings are included in Appendix C.

The meeting venue was set up with one main seating area for the project presentation with project stations located around the main seating area. Prior to the presentation, attendees were encouraged to visit the various project stations, view the project display boards, and meet the project team. At 5:45 p.m., Robert Yates, Multimodal Services Director for RCTC, started the project presentation. Yates gave the project presentation with assistance from J.D. Douglas, project manager for HDR. Lyle Leitelt was also in attendance to represent FRA and answered questions from stakeholders. The presentation, provided in Appendix D, covered the following topics:

- Project Overview
- Project Purpose and Need
- Project History
- Project Process
- Agency Coordination
- Project Timeline
- Ways to Provide Public Comments
- Project Contact Information

Following the presentation, stakeholders were encouraged to visit the project stations, meet with the project team, view project display boards, ask questions, and provide comments. Copies of the display boards presented at the meeting are provided in Appendix E. Photographs documenting the scoping meetings are provided in Appendix F.

Attendees were encouraged to submit comments by mail, electronically to the project email address, or as written comments submitted at the meeting. Several attendees submitted written comments at the public scoping meeting using forms made available, as provided in Appendix G.

3 Agency and Public Scoping Comments

3.1 Summary

Federal, state, and local agencies; private and public organizations; and the general public provided written comments during the public scoping period. The comment period for the NOP and NOI ended November 10, 2016. In total, 36 submissions were received: 13 from federal, state, and local agencies; 23 from individuals of the public and other organizations, and 1 from a railroad stakeholder. These comments are incorporated into the Tier 1/Program EIS/EIR project record. The total number of scoping comment submissions are summarized in Table 4.

Table 4. Total Number of Public Scoping Comment Submissions

Number Received	Source
13	***Agency Submissions***
1	Public comment cards from agencies
12	Letters and emails from agencies
23	***Public Submissions***
17	Emails submitted via CoachellaValleyRail@ArellanoAssociates.com
3	Letters mailed to FRA and RCTC
3	Coachella Valley Rail Project comment forms
1	***Railroad Stakeholder Submissions***
1	Letters from railroad stakeholders

3.2 Agency Comments

As discussed above, FRA, RCTC, and Caltrans received comments from the following agencies:

- City of Palm Desert
- South Coast Air Quality Management District (SCAQMD)
- National Park Service
- Los Angeles County Metropolitan Transit Authority (Metro)
- Southern California Regional Rail Authority (SCRRA or Metrolink)
- California Department of Fish and Wildlife (CDFW)
- California Department of Transportation (Caltrans) District 8
- Southern California Association of Governments (SCAG)
- City of Coachella
- United States Fish and Wildlife Service (USFWS)

- Environmental Protection Agency (EPA) Region IX
- City of Indio

All agency comments received are presented in Appendix H and summarized below.

3.1.2.1 City of Palm Desert

In a public comment card dated October 13, 2016, the City of Palm Desert recommended an increase of rail service frequency during the music festival season and a "mid-valley" stop at Palm Desert University (Cook Street). Additionally, the City of Palm Desert requested a map showing how the Coachella Valley-San Gorgonio Pass Rail Corridor Service would connect to Metro services.

3.1.2.2 South Coast Air Quality Management District

In a letter dated October 21, 2016, the SCAQMD requested a copy of the Draft EIR with appendices upon completion. SCAQMD recommended the use of the 1993 Air Quality Handbook and the CalEEMod land use emissions software during preparation of the air quality analysis. Additionally, SCAQMD requested the lead agency quantify criteria pollutant emissions, compare the results to the recommended regional significance thresholds, and identify any potential adverse air quality impacts that could occur from all project phases. A mobile source health risk assessment and permit may be required if the project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles. SCAQMD requested to be listed as a responsible agency and consulted.

3.1.2.3 National Park Service

In an email dated November 2, 2016, the National Park Service noted that a portion of the project area could be located within the corridor of the Old Spanish National Historic Trail. National Park Service requested to be considered a Section 106 consulting party.

3.1.2.4 Los Angeles County Metropolitan Transit Authority

In a letter dated November 4, 2016, Metro expressed support for the project and the project's purpose and stated objectives. Metro noted its primary preference for the BNSF alignment with a station in Fullerton with a secondary preference for the Union Pacific Railroad (UP) Alhambra subdivision alignment. Metro expressed it does not support the Metrolink San Bernardino Line or Riverside Line alignments. Metro requested to be included in the Technical Advisory Committee and for a copy of the Draft EIR when completed. Metro also requested that coordination with Metro's planning and preliminary engineering efforts for the Link US Project be included with decisions regarding throughput and capacity at LAUS.

3.1.2.5 Southern California Regional Rail Authority

In a letter dated November 4, 2016, SCRRA/Metrolink expressed its support of need for additional passenger rail services in Southern California. Metrolink recommended the inclusion and analysis of at least one other alignment, such as the UP Alhambra Subdivision or Metrolink's Los Angeles Subdivision in the Draft Tier 1/Program EIS/EIR. Metrolink identified opportunities for joint investments in capacity-enhancing infrastructure in partnership with other passenger railroads and services. Metrolink commented that further definition on station locations and stops on selected routes are needed, as well as an analysis to ensure safe non-stop operations through the existing stations on the preferred route. Metrolink also requested coordination to ensure that this new planned service is

operated in and out of LAUS without compromise to Metrolink dedicated platforms or number of run-through tracks associated with the Link US Project.

3.1.2.6 California Department of Fish and Wildlife

In a letter dated November 4, 2016, the CDFW requested that a general biological inventory of species that are present or have the potential to be present be conducted within affected areas. The CDFW also requested that the Draft Tier 1/Program EIS/EIR include a complete assessment of flora and fauna within and adjacent to the project footprint including habitat types and a corresponding map. Additionally, the CDFW provided guidance on how the Draft Tier 1/Program EIS/EIR could analyze direct and indirect biological impacts and how to create mitigation to offset impacts. The CDFW suggested to consider use of existing infrastructure where feasible to reduce project impacts and noted that a California Endangered Species Act Incidental Take Permit may be required. The CDFW recommended early consultation to discuss project alternatives and routes and mitigation/minimization measures.

3.1.2.7 California Department of Transportation, District 8

In a letter dated November 14, 2016 (after the close of the formal scoping period), Caltrans District 8 office expressed its support of project objectives that will assist in the reduction of vehicle miles traveled and traffic along impacted corridors. Caltrans recommended that high density housing and mixed-use developments are integrated around future stations and encouraged the development of public transportation and active transportation connections around the station areas. Caltrans District 8 office also recommended the project include a study of alignments to connect to the future high-speed rail station planned for San Bernardino.

3.1.2.8 Southern California Association of Governments

In a letter date November 5, 2016, SCAG requested a copy of the Draft EIR with appendices upon its completion. SCAG recommended that the environmental document include a consistency comparison with goals contained in the 2016 Regional Transportation Plan/Sustainable Communities Strategy.

3.1.2.9 City of Coachella

In an email dated November 7, 2016, the City of Coachella requested that a station be considered for the city.

3.1.2.10 United States Fish and Wildlife Service

In a letter dated November 9, 2016 the USFWS recommended that the EIS/EIR include a discussion of the project's effects on the conservation strategies as outlined within existing or draft Natural Community Conservation Plans/Habitat Conservation Plans. The USFWS also requested that a description of all alternatives and detailed information (e.g., the number and distribution of all federally-listed species; state-listed species; and locally-sensitive species affected, specific acreages and descriptions of sensitive habitat) be included in the EIS/EIR.

3.1.2.11 Environmental Protection Agency, Region IX

In a letter dated November 9, 2016, the EPA expressed support of the concept of a rail system that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts, so long as it is planned well. The EPA requested review of the project purpose and need and range of alternatives, the Draft and Final EIS, and the Least Environmentally Damaging Practicable Alternative for the Section 404 permit (if applicable). The EPA recommended early coordination with the EPA, United States Army Corps of Engineers, CDFW, and USFWS, and identified a series of methodologies related to environmental issue areas. The EPA also the noted the Draft Tier 1/Program EIS/EIR should identify the project's relationship to other regional transportation projects. EPA requested that the Draft Tier 1/Program EIS/EIR also include an analysis of construction of stations, parking facilities, maintenance and storage facilities, power propagation infrastructure, required road construction/modifications and inclusion of Leadership in Energy and Environmental Design for future stations and rail facilities.

3.1.2.12 City of Indio

In two letters dated November 10, 2016, the City of Indio requested that it be the terminus of the future rail line due to the presence of the existing Indio Transportation Center (Greyhound Bus services) and space for a future multimodal facility and storage/layover yard.

3.3 Public Comments from Individuals and Other Organizations

Twenty-three public comment letters were received from individuals of the public and other organizations during the scoping period. The project team reviewed each comment letter to identify individual comments. Appendix I includes a matrix of all individual comments, which are summarized by topic area and discussed in the following sections.

Twenty-one comment letters were from public individuals, one comment letter was from a business, and one joint comment letter came from local advocacy groups that included: Leadership Counsel for Justice and Accountability, Kounkuey Design Initiative, Pueblo Unido CDC, Building Healthy Communities Coachella Valley, Organización en California de Líderes Campesinas, Inc., California Partnership, and Coachella Unincorporated Inc., as provided in Appendix I.

3.3.1 Station Locations

Seven comments suggested preferred station locations or had questions about potential station locations along the proposed rail corridor. Two comments suggested a new Downtown Palm Springs station or shuttle service between the existing Palm Springs Station and Downtown Palm Springs. Two comments requested a station stop at the Metrolink Ontario station, and two comments expressed a preference for a station stop at Indio. One comment recommended all cities with a station along the corridor should own their own station facilities. Another comment suggested station stops in Palm Desert (by the Aqua Caliente Casino Resort Spa), Beaumont/Banning, Redlands/Loma Linda, Riverside, Corona, and Fullerton. One comment recommended a station stop in Beaumont, Ontario International Airport, and near the San Gabriel Mission. One comment asked what station stops would be located along the rail corridor.

3.3.2 Train Service Frequency

Five comments suggested preferred train service frequency. One comment inquired if there would be two trains daily in each direction or one train in each direction. Three comments suggested train service twice a day in both directions to allow for round trips. Two comments also suggested train service be increased to three to four times a day during the festival season. One comment suggested train service between Palm Springs and Los Angeles with a 1- to 2-hour interval.

3.3.3 Project Route/Alternatives

Five comments were about project route or alternative alignments considered. One comment provided general support for the proposed project route alignments. One comment expressed preference for the UP Yuma or Alhambra Subdivision route alignment. One comment expressed preference for the Alameda Corridor route alignment. One comment indicated that the Riverside route alignment cuts off rail access to Ontario, Pomona, and San Gabriel populations. One comment suggested that the project proponent consider a route in the western section of the study area that would accommodate the greatest amount of passengers.

3.3.4 Connecting Rail Service

Seven comments were about how the project could connect to other existing transit or alternative transportation systems. One comment suggested that the new rail service be coordinated with trains leaving LAUS for Central and Northern California. One comment suggested that the new rail service split services in Riverside/Corona with one service continuing to LAUS and another service continuing on to San Diego. Two comments recommended the rail service connect to area airports, such as Ontario International Airport and Los Angeles International Airport. One comment suggested an Amtrak-bus connection with San Bernardino, and one comment inquired if the proposed rail service could be locally integrated with the Coachella Valley Link (a proposed multimodal facility).

3.3.5 Project Support

Eight comments offered general support for the project, of which five comments requested that the project be expedited to allow for alternative modes of transportation in the Coachella Valley. One comment was supportive of the project because it could reduce carbon emissions and bring safety benefits to the Coachella Valley during festival season.

3.3.6 Project Study Area

Three comments provided suggestions for the current project study area. One comment requested the extension of rail service to the Salton Sea community. One comment recommended that Indio not be labeled as the end of the proposed rail corridor but as the “temporary east terminal” or “Phase I of Los Angeles to Phoenix via Palm Springs and Indio.” One comment indicated that the project be planned to connect Los Angeles to Phoenix.

3.3.7 Project Design

Three comments offered suggestions on project design of the proposed rail corridor. One comment suggested the potential of electrifying the rail corridor. One comment requested to see transit lines improved from current railroad methods using new technologies. One comment recommended that a study option should include two to four self-propelled railcars instead of traditional locomotives.

3.3.8 Project Tracking/Mailing Lists

One comment was related to project tracking. The comment inquired if there were other ways to track the project beside Facebook. Two comments requested inclusion on future mailing lists.

3.3.9 Property Acquisition/Right-of-Way

Three comments were on property acquisition and right-of-way for the project. One comment inquired if the project would utilize portions of the I-10, California High-Speed Rail, or Metrolink San Bernardino right-of-way for parts of the route alignment. One comment stated that there was not enough information to support percentage of residential and commercial property acquisitions that would be required for the Riverside route alignment versus the Alameda Corridor route alignment. One comment suggested that general planning and right-of-way acquisitions be included from Los Angeles to Phoenix.

3.3.10 Public Involvement/Agency Coordination

Six comments contained suggestions for public involvement and agency coordination. One comment recommended that a Citizen Advisory Committee be created and that it include at least two representatives from each of the communities in the Coachella Valley. One comment requested that East Coachella Valley residents be included and engaged in the development of the rail service via public meetings and scheduled at accessible times/places with appropriate language assistance.

One comment suggested including the Arizona Department of Transportation and City of Phoenix on the list of lead agencies to encourage an Amtrak train service to Arizona. One comment recommended coordination with the Coachella Valley Water District and the County of Riverside Transportation and Land Management Agency to address population growth in the proposed rail corridor. One comment inquired why Imperial County agencies are not part of the sponsoring agency list. One comment suggested that a San Bernardino County official be included as part of the project to advocate for the Alameda Corridor route alignment.

3.4 Rail Stakeholder Comments

3.4.1 Union Pacific Railroad

UP, owner of the existing Yuma subdivision between Colton and Indio and freight rail operator, provided scoping comments by a letter dated November 10, 2016. UP stated that any existing and future capacity provided by UP tracks and right-of-way within the project study area is to be reserved for freight purposes. UP expressed that expanded passenger service, as proposed, would have future unintended consequences, such as forcing more trucks onto the highway due to reduced rail capacity. Appendix J includes the letter received from UP. No other rail stakeholders provided letters or written comments during the formal scoping period.

4 Conclusion and Next Steps

Comments submitted during the public scoping process will be taken into consideration by FRA, Caltrans, and RCTC throughout the development of the Tier 1/Program EIS/EIR. The ideas and concerns shared during scoping, in addition to any received throughout the remainder of the NEPA/CEQA process, will be considered in the content of the Tier 1/Program EIS/EIR, including the public and agency involvement process, Purpose and Need Statement, alternatives development, and environmental resources evaluation. Public and agency involvement for the project will extend throughout the development of the Tier 1/Program EIS/EIR as described in the *Coachella Valley-San Gorgonio Pass Rail Corridor Service Development Plan Stakeholder and Public Outreach Plan*.

Appendix A

Public Notification Materials

PUBLIC NOTICE

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Notice of Intent (NOI) and Notice of Preparation (NOP) for a
Joint Programmatic Environmental Impact Statement/ Environmental Impact Report (Program EIS/EIR)

WHAT'S BEING PLANNED

The Federal Railroad Administration (FRA) in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) are initiating the environmental process for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project). The Project will study options for providing intercity rail services between the cities of Los Angeles and Indio, California, also known as the Coachella Valley – San Gorgonio Pass Corridor (the Corridor).

FRA has released a Notice of Intent (NOI) to prepare an EIS under the National Environmental Policy Act (NEPA). RCTC has released a Notice of Preparation (NOP) to prepare an EIR under the California Environmental Quality Act (CEQA). FRA will prepare the Programmatic EIS/EIR jointly with RCTC and Caltrans for the Project.

The Programmatic EIS/EIR will be prepared consistent with the NEPA (42 U.S.C. 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA set forth in 40 CFR Parts 1500-1508, the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR Part 28545, dated May 26, 1999 (Environmental Procedures) and updated in 78 FR 2713 dated January 14, 2013, 23 U.S.C. 139, CEQA (Section 21000 – 21178 and California Code of Regulations Title 14, Chapter 3 Section 15000-15387), and other applicable federal and state laws and regulations.

WHY THIS AD?

The purpose of this Notice is to:

- Provide information about the Project, proposed Purpose and Need for the Project, and proposed alternatives to be considered; and,
- Invite public and agency participation in the EIS/EIR process.

The Programmatic EIS/EIR will compare the No Build Alternative to a range of reasonable Build Alternatives for a new intercity rail service that would meet the future mobility needs of residents, businesses, and visitors between the cities of Los Angeles and Indio.

WHEN AND WHERE

The meeting times and locations are as follows:

Date	Time	Location
Wednesday, October 12, 2016	5-7 PM Brief Presentation: 5:45 PM	Springbrook Clubhouse at Reid Park 1011 N. Orange Street Riverside, CA 92501
Thursday, October 13, 2016	5-7 PM Brief Presentation: 5:45 PM	Indio Senior Center 45-700 Aladdin Street Indio, CA 92201
Monday, October 17, 2016	5-7 PM Brief Presentation: 5:45 PM	Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters Plaza Level: One Gateway Plaza Los Angeles, CA 90012

All scoping meeting locations are Americans with Disabilities Act of 1990 (ADA) accessible facilities. Spanish language interpreters will be present. You may call (909) 627-2974 at least 72 hours in advance of the meetings to request other ADA accommodations or interpretation services.

WHAT'S AVAILABLE?

Scoping materials and information regarding the scoping meetings are available through RCTC's website http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service

WHERE YOU COME IN

The public review and comment period for the NOI and NOP is October 5, 2016 to November 5, 2016. Federal, state, and local agencies, organizations, and public are invited to provide input into the scope of the Programmatic EIS/EIR. Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, or Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, or via e-mail to Robert Yates, Multimodal Services Director, at CoachellaValleyRail@ArellanoAssociates.com. Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments" or "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" in the subject line and the commenter's physical mailing address in the body of the letter or email. Persons interested in providing written comments on the scope of the Project must do so by Saturday, November 5, 2016.

ANUNCIO PÚBLICO

Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass

Notificación de Intención (NOI) y Anuncio de Preparación (NOP) de un
Programa de Declaración de Impacto Ambiental/Reporte de Impacto Ambiental (Programa EIS/EIR) Conjunto

LO QUE SE ESTÁ PLANEANDO

La Administración Federal de Ferrocarril (FRA, por sus siglas en inglés) en asocio con la Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés) y el Departamento de Transporte de California (Caltrans) están iniciando el proceso del Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass (Proyecto). El proyecto estudiará opciones para proveer servicios de tren interurbano entre las ciudades de Los Ángeles e Indio, en California, un trayecto conocido como el Coachella Valley - San Gorgonio Pass (el Corredor).

FRA ha presentado la Notificación de Intención (NOI) para preparar una Declaración de Impacto Ambiental (EIS) de acuerdo con el Acta de Política Ambiental Nacional (NEPA). RCTC ha presentado una Notificación de Preparación (NOP) para preparar el Reporte de Impacto Ambiental (EIR) de acuerdo con el Acta de Calidad Ambiental de California (CEQA). FRA preparará un EIS/EIR Programático conjunta con RCTC y Caltrans para el Proyecto.

El EIS/EIR Programático será preparado de acuerdo con el acta NEPA (42 U.S.C. 4321 et seq.) y las regulaciones del Concejo de Calidad Ambiental implementando el NEPA descrito en 40 CFR Partes 1500-1508, los Procedimientos de Consideración de Impactos Ambientales de FRA como están descritos en 64 CFR Parte 28545, con fecha del 26 de mayo de 1999 (Procedimientos Ambientales), y actualización en 78 FR 2713 con fecha del 14 de enero de 2013, 23 U.S.C. 139, CEQA (Sección 21000 – 21178 y el Código de Regulaciones de California Título 14, Capítulo 3 Sección 15000-15387), y otras leyes y regulaciones federales y estatales aplicables.

EL POR QUÉ DE ESTE AVISO

Los objetivos de este Anuncio es:

- Proveer información acerca del Proyecto, objetivo y necesidad del Proyecto propuesto y las alternativas propuestas que deben ser consideradas; e,
- Invitar al público y a las agencias a que participen del proceso del EIS/EIR.

El EIS/EIR Programático comparará la Alternativa de No Construcción y una variedad de Alternativas de Construcción razonables para un servicio nuevo de tren interurbano que podría satisfacer las necesidades futuras de movilización de residentes, empresas y visitantes entre las ciudades de Los Ángeles e Indio.

¿CUÁNDO Y DÓNDE?

Estos son los horarios y lugares donde se harán las reuniones:

Fecha	Hora	Ubicación
Miércoles 12 de octubre de 2016	5-7 PM Presentación Resumida a las 5:45 PM	Springbrook Clubhouse at Reid Park 1011 N. Orange Street Riverside, CA 92501
Jueves 13 de octubre de 2016	5-7 PM Presentación Resumida a las 5:45 PM	Indio Senior Center 45-700 Aladdin Street Indio, CA 92201
Lunes 17 de octubre de 2016	5-7 PM Presentación Resumida a las 5:45 PM	Los Angeles County Metropolitan Transportation Authority (Metro) Oficinas Principales, A Nivel de la Plaza, One Gateway Plaza Los Ángeles, CA 90012

Todas las reuniones informativas se harán en lugares accesibles de acuerdo con el Acta de Americanos con Discapacidades de 1990 (ADA). Habrá presentes intérpretes de español. Puede llamar al (909) 627-2974 por lo menos 72 horas antes de las reuniones para solicitar otras acomodaciones ADA o servicios de interpretación.

¿QUÉ HAY DISPONIBLE?

Los materiales e información con respecto a las reuniones informativas están disponibles a través de la página web de RCTC: http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service

¿CUÁL ES SU PAPEL?

La revisión pública y el periodo de comentarios sobre la NOI y NOP es del 5 de octubre de 2016 al 5 de noviembre de 2016. Las agencias federales, estatales y locales, las organizaciones y el público general están invitados a aportar sus comentarios acerca del EIS/EIR Programático. Las personas interesadas deben enviar sus comentarios por escrito a la oficina Office of Program Delivery de la FRA: 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590 o a la comisión Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, o a través de correo electrónico a Robert Yates, Multimodal Services Director, a CoachellaValleyRail@ArellanoAssociates.com. Los comentarios deben decir “Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments’’ o “Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments” en la casilla de Asunto, e incluir en la carta o el correo electrónico la dirección física de quien hace el comentario. Las personas interesadas en hacer comentarios por escrito acerca de la reunión de detección de necesidades del Proyecto tienen que hacerlo antes del sábado 5 de noviembre de 2016.

Section	Respondent universe	Total annual responses	Average time per response	Total annual burden hours
Tank Car Owner Notification to All Parties under Contract to Car Owner, including Lessees and/or sub-Lessees, using tank cars subject to the Terms of this Directive.	20 Tank Car Owners (100 Lessees/Sub-Lessees).	100 notices	2 hours	200
Report of Inspection , Test, and Repair Information stipulated in paragraph 2(g) of Directive to FRA.	20 Tank Car Owners (100 Lessees/Sub-Lessees).	14,000 reports	20 min. per car/report.	4,667
Repairs: 15% of Relevant Tank Fleet of 14,000 cars— Record and Report of Repairs to Tank Car Owners.	10 Tank Car Facility Operators.	2,100 car reports/ records.	16 hours	33,600
Tank Car Facility Request to Tank Car Owner for Written Permission and Approval of Qualification and Maintenance Program It Will Use Consistent with Appendices D, R, and W of the Tank Car Manual and 49 CFR 180.513 Prior to Initiating Any Repairs.	10 Tank Car Facility Operators.	20 requests + 20 written permissions.	10 min. + 10 min	7
Tank Car Facility Report of All Work Performed to Tank Car Owner.	10 Tank Car Facility Operators.	Burden Included Directly Above.	N/A	N/A

Total Estimated Responses: 44,293.

Total Estimated Annual Burden: 68,953 hours.

Status: Emergency Review.

Description:

On September 30, 2016, FRA issued a Railworthiness Directive (Directive) to all owners of DOT specification 111 general purpose tank cars, which can be found on FRA's Web site at *http://www.fra.dot.gov/eLib/details/L18383.* FRA issued the Directive based on its finding that as a result of non-conforming welding practices, DOT–111 tank cars built by American Railcar Industries, Inc. (ARI) and ACF Industries, LLC (ACF) between 2009 and 2015 to the ARI and ACF 300 stub sill design and equipped with a two-piece cast sump and bottom outlet valve (BOV) skid may be in an unsafe operating condition and could result in the release of hazardous materials. As a result of the non-conforming welding practices, these cars may have substantial weld defects at the sump and BOV skid groove attachment welds, potentially affecting each tank's ability to retain its contents during transportation. The Directive requires owners to: (1) Identify tank cars in their fleet covered by this Directive; and (2) ensure appropriate inspection and testing of each tank car's sump and BOV skid groove attachment welds to ensure no flaw exists which could result in the loss of tank integrity.

As provided under 5 CFR 1320.13, *Emergency Processing*, DOT is requesting emergency processing for this new collection of information as specified in the PRA and its implementing regulations. DOT cannot reasonably comply with normal clearance procedures because the use of normal clearance procedures is reasonably likely to disrupt the collection of information. Further, in light of recent tank car accidents/incidents carrying crude oil, FRA believes safety is an overriding issue. The Directive took effect upon issuance. FRA cannot wait the normal 90 days of public comment. Under the Directive, tank car owners must take immediate action to identify tank cars in their fleet subject to the Directive. Therefore, FRA is requesting OMB approval of this collection of information 7 days after publication of this Notice in the **Federal Register**. Upon OMB approval of its Emergency clearance request, FRA will follow the normal clearance procedures for the information collection associated with this Directive.

Under 44 U.S.C. 3507(a) and 5 CFR 1320.5(b), 1320.8(b)(3)(vi), FRA informs all interested parties it may not conduct or sponsor, and a respondent is not required to respond to, a collection of information unless it displays a currently valid OMB control number.

Authority: 44 U.S.C. 3501–3520.

Issued in Washington, DC, on October 4, 2016.

Amitabha Bose,

Chief Counsel.

[FR Doc. 2016–24429 Filed 10–7–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Programmatic Environmental Impact Statement for the Coachella Valley—San Gorgonio Pass Rail Corridor Service: Riverside, San Bernardino, Orange, and Los Angeles Counties, CA

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent (NOI) to prepare a Programmatic Environmental Impact Statement (EIS).

SUMMARY: Through this NOI, FRA announces it will prepare a Programmatic EIS and Environmental Impact Report (EIR) jointly with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) for the Coachella Valley—San Gorgonio Pass Rail Corridor Service (Project). FRA, RCTC, and Caltrans will develop the Programmatic EIS/EIR in compliance with the National Environmental Policy Act of 1969 (NEPA), and the California Environmental Quality Act (CEQA). FRA invites the public and Federal, state, and local agencies to provide input into the scope of the EIS/EIR and will consider all information from outreach activities when preparing the EIS/EIR. The Project will study options for providing intercity passenger rail service between the cities of Los Angeles and Indio, California also known as the Coachella Valley—San Gorgonio Pass Corridor (the Corridor).

DATES: Persons interested in providing written comments on the scope of the Coachella Valley—San Gorgonio Pass

Rail Corridor Service Project must do so by November 10, 2016.

Three public scoping meetings are scheduled for Wednesday, October 12, 2016; Thursday, October 13, 2016; and Monday, October 17, 2016.

ADDRESSES: Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue SE. (Mail Stop 20), Washington, DC 20590, or Riverside County Transportation Commission (RCTC), 4080 Lemon Street, 3rd Floor, Riverside, California 92501, or via email to Robert Yates, Multimodal Services Director, *CoachellaValleyRail@ArellanoAssociates.com.* Comments should include ''Coachella Valley—San Gorgonio Pass Rail Corridor Service—NOI Scoping Comments'' in the subject line.

Interested persons may also provide comments orally or in writing at the following scoping meetings:

- Springbrook Club House at Reid Park: 1101 N. Orange Street Riverside, CA 92501, between 5:00 p.m. and 7:00 p.m.;
- Indio Senior Center: 45–700 Aladdin Street, Indio, CA 92201, between 5:00 p.m. and 7:00 p.m.; and
- Metro Headquarters, Plaza Level: One Gateway Plaza, Los Angeles, California 90012, between 5:00 p.m. and 7:00 p.m.

All scoping meeting locations are Americans with Disabilities Act of 1990 (ADA) accessible. Spanish language translators will be present. You may call (909) 627–2974 at least 72 hours in advance of the meeting to request other accommodations or translation services.

FOR FURTHER INFORMATION CONTACT: Ms. Stephanie Perez, Environmental Protection Specialist, Office of Program Delivery, Federal Railroad Administration, 1200 New Jersey Avenue SE. (Mail Stop 20), Washington, DC 20590; Telephone: (202) 493–0388, email: *stephanie.perez@dot.gov,* or Robert Yates, Multimodal Services Director, at *CoachellaValleyRail@ArellanoAssociates.com.*

Scoping materials and information concerning the scoping meeting is available through RCTC's Web site: *http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service.*

SUPPLEMENTARY INFORMATION: FRA is an operating administration of DOT and is responsible for overseeing the safety of railroad operations, including the safety of any proposed rail transportation system. FRA also provides financial assistance for intercity passenger rail capital investments.

FRA is the lead agency under NEPA for the Project. FRA will prepare the Programmatic EIS/EIR consistent with NEPA, the Council on Environmental Quality regulations implementing NEPA (40 CFR parts 1500–1508), and FRA's Procedures for Considering Environmental Impacts (64 FR 28545, May 26, 1999; 78 FR 2713, Jan. 14, 2013) (Environmental Procedures). FRA, RCTC, and Caltrans will prepare the EIS consistent with 23 U.S.C. 139 (titled ''Efficient environmental reviews for project decision making''). RCTC and Caltrans will ensure the EIR is consistent with CEQA. After release and circulation of a Draft Programmatic EIS/EIR for public comment, FRA will issue a single document consisting of the Final Programmatic EIS and a Record of Decision under the Fixing America's Surface Transportation Act (Pub. L. 114–94, section 1304(n)(2)) unless it determines that statutory criteria or practicability considerations prelude issuing a combined document.

The EIS will also document FRA's compliance with other applicable Federal, state, and local laws including, Section 106 of the National Historic Preservation Act, Section 4(f) of the U.S. Department of Transportation Act of 1966, the conformity requirements of the Clean Air Act, and Executive Order 12898 and U.S. DOT Order 5610.2(a) on Environmental Justice. FRA, RCTC, and Caltrans will use a tiered NEPA process (*e.g.* Programmatic EIS/EIR) to complete the environmental review of the Project, under 40 CFR 1508.28 (titled ''Tiering'') and FRA's Environmental Procedures.

''Tiering'' is a staged environmental review process often applied to environmental review for complex transportation projects. When used, the initial phase of a tiered process addresses broad questions and likely environmental effects for the Corridor including, but not limited to, the type of service(s) being proposed, major infrastructure components, and identification of major facility capacity constraints. Based on the decisions made in the Programmatic EIS/EIR, future site-specific proposals would be analyzed at a greater level of detail and addressed in subsequent phases or tiered (*e.g.* Project-level NEPA and CEQA) environmental documents.

Project Description and Background

The Project would extend from an eastern terminus in Indio, California to the western terminus at Los Angeles Union Station (LAUS), and is approximately 141 miles long. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies on the Coachella Valley—San Gorgonio Pass Rail Corridor Service. In July 2016, RCTC, in coordination with Caltrans and FRA, prepared and completed the Coachella Valley—San Gorgonio Pass Rail Corridor Service Study Alternatives Analysis Final Report that evaluated a reasonable range of alternatives for a new intercity rail service between Los Angeles and Indio. The purpose of the Alternatives Analysis was to identify an alternative(s) for more detailed evaluation in a subsequent Service Development Plan and Programmatic EIS/EIR.

Project Need

The Corridor currently faces significant mobility challenges that are likely to continue as growth in population, employment, and tourism activity is expected to increase travel demand. An effective rail system will help meet the future mobility needs of residents, businesses, and visitors. The Corridor faces continuing transportation challenges as evidenced by the following:

Constrained Travel Options—While a transportation system that includes air, highway, and rail modes, serves the Corridor, access and capacity are presently constrained along certain segments and may be unable to meet future travel demand. Air access is limited for many residents due to distance from major airports, frequency, and high cost of flights between the Coachella Valley region and Los Angeles. Interstate 10 is the only major highway that serves the eastern portion of the Corridor. Amtrak offers limited long distance passenger train service three times a week with a stop in Palm Springs late at night.

Significant Highway Congestion—While travel by car is expected to meet the majority of future travel demand, increased use will result in additional congestion. Congestion along certain highway segments of the Corridor is likely to worsen, making travel times unreliable. Interstate 10 follows the entirety of the Corridor and experiences regular congestion and travel delays. In addition, geographic constraints limit the potential expansion of the existing highway system.

Constrained Rail System Capacity—Existing corridor rail service could accommodate an increasing portion of projected travel demand growth by providing an alternative mode to car travel. However, rail service is currently constrained and existing infrastructure would need to be upgraded to provide adequate main track capacity for additional passenger trains.

Increase Travel Capacity Without Impacting Air Quality and Natural Resources – Highway capacity improvements can have negative impacts on regional and local air quality as well as the efficient use of natural resources. Rail system improvements offer the opportunity to achieve air quality benefits with fewer potential impacts on natural resources.

Project Purpose and Objectives

The overall purpose of the Project is to provide a safe, reliable, and convenient intercity passenger rail service that would meet the future mobility needs of residents, businesses, and visitors within the Corridor. The Project would achieve the following objectives:

- Provide travelers between the Coachella Valley and the Los Angeles Basin with a public transportation service that offers more convenient and competitive trip times, better station access, and more frequency, than currently-available public transportation services;
- Provide travelers between the Coachella Valley and the Los Angeles Basin with an alternative to driving that offers reliable travel schedules;
- Provide travelers between the Coachella Valley and the Los Angeles Basin with a transportation service that is affordable;
- Serve a range of trip purposes traveling between the Coachella Valley and the Los Angeles Basin, particularly including business, social, medical, leisure, and recreational trips;
- Improve regional travel opportunities between the Coachella Valley and the Los Angeles Basin for transit dependent people;
- Serve the expected population growth in the Coachella Valley and the Los Angeles Basin; and
- Not preclude, by choice of alignment or technology, a possible future Corridor expansion between the Coachella Valley and Phoenix.

The Project would provide enhanced passenger rail service and is consistent with State and regional efforts to reduce mobile source emissions associated with highway and truck traffic on parallel highways from Los Angeles to Indio. These efforts are anticipated to help the Southern California Association of Governments (SCAG) and RCTC meet the air pollution and greenhouse gas emission reduction targets mandated by California Assembly Bill 32, known as the Global Warming Solutions Act of 2006, as amended, and California Senate Bill 375, known as the California's Sustainable Communities and Climate Protection Act of 2008. These two laws establish the basis for SCAG and RCTC to accommodate regional growth through increased and more frequent access to alternative modes of transit for local communities.

Proposed Project Alternatives

In the Programmatic EIS/EIR FRA, RCTC, and Caltrans will evaluate and analyze a No Build Alternative and at least one Build Alternative consisting of multiple improvements between Indio and Los Angeles.

No Build Alternative—The No Build Alternative provides a baseline for comparison to the Build Alternative. This alternative represents the existing California transportation system (highway, air, and rail) as it would exist after completion of programs or projects currently funded or being implemented. The No Build Alternative would draw upon the following sources of information:

- State Transportation Improvement Program (2016);
- Regional Transportation Plans for all modes of travel;
- Airport plans; and
- Passenger rail plans.

Build Alternative—The Build Alternative would include the necessary infrastructure improvements to meet the Project's purpose and need. The Build Alternative is made up of two components, a route alignment and station alternatives.

FRA, RCTC, and Caltrans will consider the July 2016 Alternatives Analysis Final Report when identifying the Build Alternative(s) for detailed analysis in the Programmatic EIS/EIS. However, additional reasonable build alternatives meeting the proposed purpose and need but not considered in the July 2016 Alternatives Analysis Final Report may be developed during the scoping process. This may also involve refining the Build Alternative as more information comes available based on the environmental analysis and coordination with stakeholders and the public. Additionally, the proposed purpose and need may be updated and/or refined based on coordination with stakeholders and the public.

Probable Effects

The Programmatic EIS/EIR will consider the potential environmental effects of the Project Alternatives. FRA, RCTC, and Caltrans will analyze the following environmental issue areas in the Programmatic EIS/EIR: Agricultural Lands; Air Quality and Global Climate Change; Biological and Wetland Resources; Cultural and Historic Resources; Economic and Fiscal Impacts; Energy; Environmental Justice; Floodplains, Hydrology, and Water Quality; Geology, Soils, and Seismicity; Hazardous Waste and Materials; Land Use, Planning, and Communities; Noise and Vibration; Parklands, Community Services, and Other Public Facilities; Safety and Security; Section 4(f) and 6(f) Resources; Transportation; and Visual Quality and Aesthetics.

Scoping and Comments

FRA encourages broad participation in the EIS process during scoping and review of the resulting environmental documents. FRA invites all interested agencies, Native American Tribes, and the public at large to participate in the scoping process to ensure the Programmatic EIS/EIR addresses the full range of issues related to the proposed action, reasonable alternatives are addressed, and all significant issues are identified. FRA requests any public agency having jurisdiction over an aspect of the Project identify the agency's permit or environmental review requirements and the scope and content of the environmental information germane to the agency's jurisdiction over the Project. FRA requests public agencies advise FRA if they anticipate taking a major action in connection with the proposed project and if they wish to cooperate in the preparation of the Programmatic EIS/EIR.

FRA will coordinate with participating agencies during development of the Draft Programmatic EIS under 23 U.S.C. 139. FRA will invite all Federal and non-Federal agencies and Native American Tribes that may have an interest in the Project to become participating agencies for the EIS. If an agency or Tribe is not invited and would like to participate, please contact FRA at the contact information listed above. FRA will develop a Coordination Plan summarizing how it will engage the public, agencies, and Tribes in the process. The Coordination Plan will be posted to the Project Web site *http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service* and to FRA's Web site *fra.dot.gov*. At various milestones during the development of the Programmatic EIS/EIR, FRA, RCTC, and Caltrans will provide additional opportunities for public and interested party input.

FRA, RCTC, and Caltrans have scheduled three public scoping meetings as an important component of the scoping process for both the state and Federal environmental review. The scoping meetings described in the **ADDRESSES** section will also be advertised locally and included in

additional public notification. The format of the meeting will consist of a presentation describing the proposed Coachella Valley—San Gorgonio Pass Corridor Service Project, objectives, and existing conditions. Following the presentation, scoping meeting attendees will be able to participate in an open house format that encourages questions and comments on the Project from the public.

Felicia Young,

Acting Director, Office of Program Delivery.

[FR Doc. 2016–24597 Filed 10–6–16; 4:15 pm]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Environmental Impact Statement for the Long Bridge Project in Washington, DC

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Extension of agency and public scoping comment period, Long Bridge project.

SUMMARY: On August 26, 2016, FRA published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Long Bridge Project jointly with the District of Columbia Department of Transportation (DDOT) (81 FR 59036). The Proposed Action consists of potential improvements to Long Bridge and related railroad infrastructure located between the Virginia Railway Express (VRE) Crystal City Station in Arlington, Virginia and Control Point (CP) Virginia in Washington, DC. In announcing its intent, FRA and DDOT established a 30-day public comment period that was scheduled to end on September 26, 2016. In consideration of requests for additional time to comment, FRA and DDOT are extending the scoping comment period to October 14, 2016. The extension provides agencies and the public with 30 days to submit comments following public and interagency scoping meetings held on September 14, 2016.

DATES: The scoping comment period for the Long Bridge Project is extended to October 14, 2016.

ADDRESSES: Scoping comments can be mailed to the address identified under the **FOR FURTHER INFORMATION CONTACT** caption below. Internet and email correspondence may be submitted through the Long Bridge Project Web site *http://longbridgeproject.com/* or at *info@longbridgeproject.com.*

FOR FURTHER INFORMATION CONTACT: Ms. Amanda Murphy, Environmental Protection Specialist, Office of Railroad Policy and Development, Federal Railroad Administration, 1200 New Jersey Avenue SE., (Mail Stop–20), Washington, DC 20590; telephone: (202) 493–0624.

SUPPLEMENTARY INFORMATION: More information about the Long Bridge Project is available at *http://longbridgeproject.com/.*

Issued in Washington, DC, on October 5, 2016.

Felicia B. Young,

Acting Director, Office of Program Delivery.

[FR Doc. 2016–24522 Filed 10–7–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

[Docket No. FTA–2016–009]

Final Notice on Updates to the Uniform System of Accounts (USOA) and Changes to the National Transit Database (NTD) Reporting Requirements

AGENCY: Federal Transit Administration, DOT.

ACTION: Notice, response to comments.

SUMMARY: This Notice finalizes updates to the USOA and changes to NTD Automatic Passenger Counter Certification requirements.

DATES: Full implementation required in report year 2018.

FOR FURTHER INFORMATION CONTACT: Maggie Schilling, National Transit Database Deputy Program Manager, FTA Office of Budget and Policy, (202) 366–2054 or *margaret.schilling@dot.gov.*

SUPPLEMENTARY INFORMATION:

Table of Contents

A. Background

On February 3, 2016, FTA published a **Federal Register** notice (initial notice) (Docket No. FTA–2016–009) for comment on proposed updates to the USOA and changes to NTD reporting requirements. The USOA is the basic reference document that describes how transit agencies are to report to the NTD. The USOA was originally published in 1977 when NTD reporting began. While the NTD has undergone numerous and substantial changes in the past 38 years, the USOA was last updated for minor changes in 1995. The notice described various proposed changes to the USOA to better align with today's NTD and accounting practices and to address FTA data needs and common questions among NTD reporters. In the initial notice, FTA proposed the following changes:

A. Separation of ''Passenger-Paid Fares'' and ''Organization-Paid Fares''
B. Separation of ''Paid Absences'' from ''Fringe Benefits''
C. Consolidation of ''Casualty and Liability Costs'' under General Administration Function
D. Expansion of Assets and Liabilities Object Classes (F–60)
E. Addition of ''Voluntary Non-Exchange Transactions''
F. Addition of ''Sales and Disposals of Assets''
G. Simplification of State Fund Reporting
H. Reorganization of B–30 Contractual Relationship

Additionally, the initial notice proposed changes to the NTD reporting requirements that are not directly addressed in the updated USOA, which are as follows:

I. Separation of Operators' and Non-Operators' Work Hours and Counts
J. Enhanced Auditor's Review
K. Revised Automatic Passenger Counter (APC) Certification Process

In the initial notice, FTA proposed that it would begin implementing the proposed reporting requirements beginning with the FY 2017 NTD reporting cycle.

B. Response to Comments on Proposed Updates to the USOA and Changes to NTD Reporting Requirements

The comment period for the initial notice closed on April 4, 2016. The following is a summary of the comments from the initial notice related to the updates to the USOA and NTD reporting requirements.

Comment: Three commenters raised a concern over the separation of ''Passenger-Paid Fares'' and ''Organization-Paid Fares.'' Commenters opposed the separation of ''Passenger-Paid Fares'' and ''Organization-Paid Fares'' stating that the additional information will add little, if any, value to the NTD report. Commenters noted that adding these additional reporting requirements will only increase the cost of compliance for reporting agencies. One commenter specifically raised a concern stating that the proposed

Coachella Valley - San Gorgonio Pass Rail Corridor Service

SCH Number: 2016101017

Document Type: NOP - Notice of Preparation

Project Lead Agency: Riverside County Transportation Commission

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Project Description

This notice to advise the public that the Federal Railroad Administration will prepare a Program EIS/EIR jointly with the Caltrans and Riverside county Transportation Commission to study options for providing intercity rail service between the cities of Los Angeles and Indio to the Coachella Valley - San Gorgonio pass Corridor. The objective of the program is to address broad questions and likely environmental effects for the corridor including but not limited to, the type of service being proposed, major infrastructure components, and identification of major facility capacity constraints. This notice also serves to solicit public and agency input into the development of the scope of the Program EIS/EIR.

Contact Information

Primary Contact:
Robert Yates
Riverside County Transportation Commission
951-787-7141
4080 Lemon Street, 3rd Floor
Post Office Box 12008
Riverside, CA 92502

Project Location

County: Orange, San Bernardino, Los Angeles, Riverside
City:
Region:
Cross Streets: Various
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways:
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Transportation: Rail

Local Action

Other Action

Project Issues

Aesthetic/Visual, Agricultural Land, Air Quality, Archaeologic-Historic, Biological Resources, Cumulative Effects, Drainage/Absorption, Economics/Jobs, Fiscal Impacts, Flood Plain/Flooding, Forest Land/Fire Hazard, Geologic/Seismic, Growth Inducing, Housing, Job Generation, Landuse, Minerals, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Schools/Universities, Social, Soil Erosion/Compaction/Grading, Solid Waste, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian, Wildlife

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; **Department of Fish and Wildlife, Region 6**; **Native American Heritage Commission**; Public Utilities Commission; Caltrans, Division of Transportation Planning; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4; Regional Water Quality Control Bd., Region 6 (Victorville); Regional Water Quality Control Board, Region 8; Regional Water Quality Control Board, Region 7

Date Received: 10/6/2016 **Start of Review:** 10/6/2016 **End of Review:** 11/4/2016

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Coachella Valley-San Gorgonio Pass Rail Corridor Service

La Sierra Metrolink Station Parking Lot Expansion

Commuter Rail Services

Coachella Valley-San Gorgonio Pass Rail Corridor Service

- EIR/EIS Phase (2016-2018)
- Alternatives Analysis Phase (2013-2015)
- Previous Studies

2008 Commuter Rail Feasibility Study

2005 Commuter Rail Feasibility Study

High Speed Rail

Transit

EIR/EIS Phase (2016-2018)

Alternatives Analysis Phase (2013-2015)

Previous Studies

The Riverside County Transportation Commission (RCTC), in coordination with the Federal Railroad Administration (FRA) and California Department of Transportation (Caltrans), are studying options for providing intercity rail services between the cities of Los Angeles and Indio, California (the Corridor).

The Coachella Valley – San Gorgonio Pass Rail Corridor Service would extend from an eastern terminus in Indio, California to the western terminus at Los Angeles Union Station (LAUS), and is approximately 141 miles long. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity rail round trips between Los Angeles and Indio. From

NEWS RELEASE

Date: October 11, 2016
Contacts: Eliza Echevarria Perez, Public Affairs Manager
(951) 787-7141 – Office or (951) 235-9564 – Mobile

FOR IMMEDIATE RELEASE

Meetings Seek Public Input about Proposed Passenger Rail Service to Coachella Valley-San Gorgonio Pass

The Federal Railroad Administration (FRA), in cooperation with Caltrans and the Riverside County Transportation Commission (RCTC), is holding three public scoping meetings to seek input regarding the proposed intercity passenger rail service between the cities of Los Angeles and Indio, also known as the Coachella Valley – San Gorgonio Pass Corridor.

Meetings will be held from 5 pm to 7 pm, with brief presentations starting at 5:45 pm. The content of the presentation will be the same at each meeting; please attend the meeting location that is most convenient:

- Wednesday, October 12, Springbrook Clubhouse, Reid Park, 1011 N. Orange St., Riverside
- Thursday, October 13, Indio Senior Center, 45-700 Aladdin St., Indio
- Monday, October 17, Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, Plaza Level: One Gateway Plaza, Los Angeles

The scoping meetings will allow community members to learn more about the proposed project and to provide input on the purpose and need for the project as well as provide input regarding the scope and content of the Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

The project proposes additional intercity passenger rail service between Los Angeles Union Station (LAUS) in the west to the City of Indio in the east. The overall project purpose is to provide a safe, reliable, convenient intercity passenger service that would meet future mobility needs of residents, businesses and visitors within the corridor.

The public review and comment period will be available through November 10, 2016.

For more information about the proposed project, the public scoping meetings and comment process, please go to http://rctc.org/rail/coachella-valley-rail-service

# # #

www.scag.ca.gov/Pages/default.aspx

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Federal Transportation Improvement Program

Los Angeles-San Bernardino Inter-County Transit & Rail Study

News & Announcements

Public Invited to Coachella Valley – San Gorgonio Pass Rail Corridor Scoping Meetings
Posted October 11, 2016
The Riverside County Transportation Commission, in coordination with the Federal Railroad...
View Link

Draft 2017 Federal Statewide Transportation Improvement Program (FSTIP)
Posted October 10, 2016
The Draft 2017 Federal Statewide Transportation Improvement Program (FSTIP) is now available for...
View Link

2015 FTIP Proposed Amendment #15-22
Posted October 04, 2016
The Southern California Association of Governments is in receipt of the 2015 Federal Transportation...

Latest Reports & Documents

Executive Director's Monthly Report, October 2016
September 28, 2016

Executive Director's Monthly Report, September 2016
August 31, 2016

Executive Director's Monthly Report, July 2016
July 06, 2016

Executive Director's Monthly Report, June 2016
June 02, 2016

Executive Director's Monthly Report, April 2016
April 06, 2016

Mission Statement
Vision, Values, Goals, and Accomplishments
General Plan Update
Strategic Objectives
City Calendar
City Holiday Calendar
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City News
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Public Notice: Coachella Valley - San Gorgonio Pass Rail Corridor Service Project Meeting
Notice of Intent (NOI) and Notice of Preparation (NOP) for a Joint Programmatic Environmental Statement/Environmental Impact Report (Program EIS/EIR)

Date: 10/13/2016 5:00 PM - 7:00 PM

Location: Indio Senior Center
45-700 Aladdin Street
Indio, California 92201

Add to my Outlook Calendar

PUBLIC NOTICE

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Notice of Intent (NOI) and Notice of Preparation (NOP) for a Joint Programmatic Environmental Impact Statement/ Environmental Impact Report (Program EIS/EIR)

WHAT'S BEING PLANNED

The Federal Railroad Administration (FRA) in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) are initiating the environmental process for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project). The Project will study options for providing intercity rail services between the cities of Los Angeles and Indio, California, also known as the Coachella Valley – San Gorgonio Pass Corridor (the Corridor).

FRA has released a Notice of Intent (NOI) to prepare an EIS under the National Environmental Policy Act (NEPA). RCTC has released a Notice of Preparation (NOP) to prepare an EIR under the California Environmental Quality Act (CEQA). FRA will prepare the Programmatic EIS/EIR jointly with RCTC and Caltrans for the Project.

The Programmatic EIS/EIR will be prepared consistent with the NEPA (42 U.S.C. 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA set forth in 40 CFR Parts 1500-1508, the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR Part 28545, dated May 26, 1999 (Environmental Procedures) and updated in 78 FR 2713 dated January 14, 2013, 23 U.S.C. 139, CEQA (Section 21000 – 21178 and California Code of Regulations Title 14, Chapter 3 Section 15000-15387), and other applicable federal and state laws and regulations.

WHY THIS ACT

The purpose of this Notice is to:

- Provide information about the Project, proposed Purpose and Need for the Project, and proposed alternatives to be considered; and,
- Invite public and agency participation in the EIS/EIR process.

The Programmatic EIS/EIR will compare the No Build Alternative to a range of reasonable Build Alternatives for a new intercity rail service that would meet the future mobility needs of residents, businesses, and visitors between the cities of Los Angeles and Indio.

WHEN AND WHERE

The meeting times and locations are as follows:

Date	Time	Location
Wednesday, October 12, 2016	5-7 PM Brief Presentation: 5:45 PM	Springbrook Clubhouse at Reid Park 1011 N. Orange Street Riverside, CA 92501
Thursday, October 13, 2016	5-7 PM Brief Presentation: 5:45 PM	Indio Senior Center 45-700 Aladdin Street Indio, CA 92201
Monday, October 17, 2016	5-7 PM Brief Presentation: 5:45 PM	Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters Plaza Level One Gateway Plaza Los Angeles, CA 90012

All scoping meeting locations are Americans with Disabilities Act of 1990 (ADA) accessible facilities. Spanish language interpreters will be present. You may call (909) 631-2616 at least 72 hours in advance of the meetings to request other ADA accommodations or interpretation services.

WHAT'S AVAILABLE?

Scoping materials and information regarding the scoping meetings are available through RCTC's website: http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service

WHERE YOU COME IN

The public review and comment period for the NOI and NOP is October 5, 2016 to November 15, 2016. Federal, state, and local agencies, organizations, and public are invited to provide input into the scope of the Programmatic EIS/EIR. Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 36), Washington, DC 20590, or Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, or via e-mail to Robert Yates, Multimodal Services Director, at CoachellaValleyRail@WilburSmithAssociates.com. Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments" or "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" in the subject line and the commenter's physical mailing address in the body of the letter or email. Persons interested in providing written comments on the scope of the Project must do so by Thursday, November 15, 2016.

100 Civic Center Mall
Indio, California 92201

FRANK BELLINO, FILE PHOTO

Lake Elsinore shows low water levels on July 8, a result of years of drought.

WATER: Still battling drought

FROM PAGE 1

savings for the 15-month period was 23.3 percent.

The Inland region had some standouts on both ends of the water-savings spectrum, according to figures released Wednesday.

The most savings, compared with their August 2013 water use, were reached in San Jacinto (29.5 percent), Lake Hemet Municipal Water District (28.1 percent), Perris (26.6 percent), Apple Valley Ranchos Water Company (24.9 percent) and San Bernardino (23.8 percent). Four others saved more than 20 percent.

Among the region's 35 biggest water suppliers, the lowest amount of savings were found in Beaumont-Cherry Valley Water District (0.5 percent), Colton (5.7 percent) and Western Municipal Water District of Riverside (9.7 percent).

Fifteen suppliers reported 10 percent to 19 percent savings, and eight saved 15 percent to 20 percent.

Until June 1, water suppliers had individualized, state-mandated savings targets intended to help reach Gov. Jerry Brown's 25 percent statewide conservation mandate, with 2013 water use set as the baseline for savings.

After average to slightly above average snow and rain in Northern California last winter and spring, state officials ended emergency drought restrictions requiring the 25 percent savings.

Suppliers were directed to set their own savings goals, based on assessments of their expected three-year water supplies if drought continues.

Most reported they expect no shortfalls and set conservation targets at zero, which are in effect through January. Water officials say they may return to state-ordered savings goals in 2017.

Statewide, average per-person daily consumption was 114.1 gallons, compared with 102.2 gallons per person in August 2015.

Two suppliers serving ritzy communities – Santa Fe Irrigation District in Rancho Santa Fe and San Juan Water District in suburban Sacramento's Granite Bay – reported daily water use higher than 500 gallons a day per person in August.

Marous called out another tony enclave, Malibu, for less than 10 percent savings in August.

The board also heard an update on the governor's May executive order for permanent conservation measures, which will include water use efficiency standards for residential, commercial, industrial and institutional use.

A draft report is expected to be ready for public comment in early November, said board Climate and Conservation Manager Max Gomberg. The final report is due Jan. 10.

CONTACT THE WRITER: 951-368-9444 or sburt@scng.com

August water savings

The State Water Resources Control Board on Wednesday released August water savings figures compared with August 2013. The chart includes state-ordered savings goals in effect until May 31 and suppliers' new self-certified goals.

	Former state target	Self-certified standard	August savings
Apple Valley Ranchos Water Co.	24%	0%	24.9%
Banning	28%	0%	17.2%
Beaumont-Cherry Valley Water District	32%	0%	.5%
Big Bear Community Services District	13%	0%	10.6%
Big Bear Lake Dept. of Water and Power	13%	N/A	12.6%
Chino	21%	0%	12.6%
Chino Hills	28%	0%	10.2%
Colton	18%	0%	5.7%
Corona	28%	0%	12.8%
Crestline Village Water District	8%	0%	10.3%
Cucamonga Valley Water District	30%	0%	15.9%
East Valley Water District	22%	0%	15.6%
Eastern Municipal Water District	20%	0%	11.1%
Elsinore Valley Municipal Water District	27%	0%	11.8%
Hemet	14%	0%	28.1%
Hesperia Water District	28%	0%	12.5%
Jurupa Community Services District	23%	0%	11.1%
Lake Arrowhead Community Services District	13%	0%	10%
Lake Hemet Municipal Water District	26%	15%	28.1%
Loma Linda	30%	0%	11.1%
Norco	36%	0%	17.9%
Ontario	20%	0%	11.1%
Perris	24%	4%	26.6%
Rancho California Water District	32%	0%	19%
Redlands	33%	0%	20.5%
Rialto	26%	0%	19.3%
Riverside	25%	0%	12.6%
Riverside Highland Water Co.	33%	0%	20.5%
Rubidoux Community Services District	20%	0%	18%
San Bernardino	25%	0%	23.8%
San Gabriel Valley Fontana Water Co.	26%	0%	21.5%
San Jacinto	30%	0%	29.5%
Upland	34%	0%	19.8%
Western Municipal Water District of Riverside	28%	0%	9.7%
Yucaipa Valley Water District	34%	20%	11.9%

STAFF GRAPHIC

CARL COSTAS For The Times

LANETTE DAVIES operates the Canna Care pot shop in Sacramento. She fears Proposition 64 would result in big corporations driving out small operators.

'We don't need it,' some say of Proposition 64

[**Cannabis,** from A1]

nabis market oppose the measure, arguing it undermines the intent of the Compassionate Use Act of 1996, which allowed marijuana to be used for medical purposes.

Dennis Peron, coauthor of the proposition behind that law, opposes Proposition 64 because he thinks current state laws allow for medicinal use of cannabis with little meddling by the government.

"We don't need it," Peron said of the initiative. "Why are there so many restrictions that they insist on as if [pot] were super dangerous?"

Proposition 64, whose major backers include former Facebook President Sean Parker and Lt. Gov. Gavin Newsom, would allow adults 21 and older to possess, transport and use up to an ounce of marijuana for recreational purposes and allow individuals to grow as many as six plants.

It also would impose a 15% excise tax on retail sales for medical and non-medical users, on top of taxes that cities and counties would be allowed to impose. Those would be in addition to the sales taxes — which total 9% in Los Angeles County — that would be charged to non-medical users.

In addition, there is a $9.25-per-ounce tax on cultivation, as well as license fees that will be charged by the state, both of which will be passed on to consumers, Davies said.

Newsom said the initiative was drafted to preserve the current community of medical marijuana users and the regulatory system approved by the Legislature.

"We wanted to respect that and as a consequence we preserve that and build around that in our initiative," Newsom said in a live Facebook talk Sept. 26. "There is a reason why it is 62 pages long, Proposition 64."

Jason Kinney, a spokesman for the Proposition 64 campaign, said the tax proposals are based on experience in Colorado, Alaska, Oregon and Washington, where recreational use is allowed but regulated.

"While we respect the need for access by medical marijuana patients, the experience of other states has overwhelmingly demonstrated the need to tax medical and non-medical marijuana at roughly the same rate to eliminate the incentive for people who are not legitimate medical marijuana patients to remain in the medical marijuana system following decriminalization," Kinney said.

Kinney said the additional percentage being paid through the new 15% tax would be offset by the decline in retail price that experts are predicting for marijuana after legalization.

He cited research by experts including Matthew Newman of Blue Sky Consulting Group, a public policy and economics consulting firm founded by a former director of the state Department of Finance. Newman predicts that legalization will lead to a drop in marijuana retail prices.

"Any suggestion that patients will somehow be priced out of access under Prop. 64 is simply wrong, especially when every economist agrees that marijuana prices will decrease when the market is fully legal and regulated," Kinney said.

A recent USC Dornsife/L.A. Times poll conducted by SurveyMonkey found 58% of California voters are in favor of the initiative.

Those in favor do not include Brian and Barbara Jones, who operate a small, second-generation marijuana farm in Nevada City and fear deep-pocket corporations will muscle in to take over the marijuana industry in California.

"We've watched a lot of people struggle through the years with legal issues, going to jail, losing their farms and now that things are set to be legalized, people with money are coming in," Brian Jones said. "We are afraid we are going to get bullied over in the process."

Allen, who heads the California Growers Assn., said he is leaning toward voting against Proposition 64 because of concerns that include potentially undermining protections for the existing cottage industry that were included in a new medical marijuana regulatory plan approved last year by the Legislature.

The recently adopted state rules implement a cap of one acre per marijuana farming license and limit the number of licenses that one person or business can hold, while Proposition 64 does not limit the size of farms licensed after five years. The delay is to give small, existing farms a head start.

Allen said the industry estimates 1,100 acres of marijuana farms will be needed to meet the state demand.

"That could be three 500-acre farms or 4,400 quarter-acre family farms," Allen said.

Kinney said Proposition 64 will do more to protect small growers than the rules approved by the Legislature.

"Nothing in the medical legislation limits the number of cultivation licenses a single entity can hold, and nothing in the medical legislation requires regulators to assess whether issuance of licenses could lead to a monopoly or anti-competitive behavior — as is the case with Proposition 64," Kinney said.

The rules approved by lawmakers require licenses for cultivation, manufacturing, retail, distribution and testing. One entity can get licenses in only two of three categories. Proposition 64

[See **Cannabis,** A13]

DA's office gets $3.5M in grants

CITY NEWS SERVICE

RIVERSIDE - Riverside County supervisors Tuesday unanimously authorized the District Attorney's Office to deposit nearly $3.5 million in grants from the state Department of Insurance to combat workers' compensation, auto insurance and healthcare fraud.

The D.A.'s office was awarded slightly more than expected, netting much-needed funds as the agency struggles with red ink on its accounts in the current fiscal year.

The largest sum received was $2.08 million from the DOI's Workers Compensation Insurance Grant Program.

"It is my continuing intent that these funds be used effectively to pursue and investigate fraud across California," DOI Commissioner Dave Jones said in a letter attached to the grant. "It is also important to focus resources in areas of fraud that have a continuing fiscal impact on the workers' comp system. Medical provider fraud should continue to be a priority of this program."

Jones said a total $34.9 million was distributed to 37 district attorneys' offices throughout the state.

An $880,500 grant was awarded to the Riverside County D.A. under the DOI's Auto Insurance Fraud Grant Program. The funds are to be applied exclusively to investigations targeting individuals staging wrecks or committing similar offenses to rip off vehicle insurers.

Jones said a total $15.25 million was distributed to localities throughout California for this purpose.

The D.A.'s office also received $512,695 from the DOI's Disability & Healthcare Fraud Program. A total of $5.6 million was made available to grant recipients throughout the state, according to DOI officials.

"Disability and healthcare fraud is committed by individuals, medical providers, corporations, medical equipment dealers, hospitals, laboratories, nursing homes ... and others who prey upon the system," Jones wrote. "Unfortunately, consumers pay the price for disability and healthcare fraud by paying higher insurance premiums and increased costs for medical services."

The D.A.'s office is struggling to overcome a $4 million shortfall that could precipitate cuts before the fiscal year ends on June 30.

Next president will face Islamic State threat

LOLITA C. BALDOR
ASSOCIATED PRESS

WASHINGTON - The Islamic State seized swaths of land in Iraq and expanded its territory in Syria in a dramatic blitz in 2014, taking advantage of unrest in both countries. The militant group slaughtered civilians in its march to try to establish a radical caliphate, and has spawned a string of deadly attacks across Europe, the Middle East and the United States.

In response, the U.S. and a coalition of allies launched a sustained campaign of airstrikes in Iraq and Syria in 2014, and have been training, advising and supporting local forces in both countries. Recently, the U.S. added Libya to its airstrike targets to root out extremists at the request of the Libyan government.

While still a potent force, IS militants have lost much of the territory they overran. Meanwhile, they've stepped up attempts to inspire followers abroad to strike on their own, with some devastating results.

AP

Demonstrators chant pro-Islamic State slogans as they carry the group's flags in Mosul, Iraq, in 2014.

» **Where they stand:** Hillary Clinton, who was secretary of state from 2009 to 2013, has described a three-part strategy that involves crushing IS "on its home turf" in the Middle East, disrupting their infrastructure on the ground and online, and protecting America and its allies.

All are current elements of the Obama administration's strategy, so it's not clear what would change or whether she would accelerate any portions of it. She has vowed: "We are not putting ground troops into Iraq ever again. And we're not putting ground troops into Syria. We're going to defeat ISIS without committing American ground troops."

Donald Trump promises to "bomb the hell" out of IS, also known as ISIS, and level the oil facilities it controls.

He has provided no details, including whether he would increase U.S. airstrikes or commit ground troops. And U.S. airstrikes have already been doing precision bombing of oil facilities for some time.

Trump has also said he believes in enhanced interrogation techniques, which can include waterboarding and other types of torture that are against the law and that many experts argue are ineffective.

» **Why it matters:** The Islamic State has targeted the U.S. and the West, using its networks, online communications and social media to attract foreign fighters to the front lines and followers in other countries to take up the fight overseas.

As the group comes under increasing pressure from the airstrikes and U.S.-backed forces in Iraq and Syria, it has turned greater focus on inspiring lone-wolf attacks that are far more difficult to predict and prevent.

In San Bernardino, California, for example, investigators found that Syed Rizwan Farook and his wife pledged allegiance to the Islamic State militants before the December attack that left 14 dead.

The group has also been linked as a possible inspiration, or claimed responsibility, for the November attacks in Paris; the subway and airport bombings in Brussels; the Orlando, Florida, nightclub shootings; the Bastille Day truck attack in Nice, France; the knife attack at a mall in Minnesota; and more. There are signs that accused New York bomber Ahmad Khan Rahami was radicalized abroad by Islamic extremists, though any ties to IS are tenuous.

PUBLIC SAFETY BRIEFS

Man killed in collision identified

A man who died in a fatal collision that injured another person early Sunday morning in Coachella has been identified, according to the Riverside County Coroner's Office.

Francisco Hernandez Cruz, 54, of Coachella, was pronounced dead at the scene.

The collision happened at about 5:45 a.m. at Airport Boulevard and Harrison Street, according to the California Highway Patrol. It involved a Mercury Marquis and an unspecified type of vehicle.

Paramedics rushed a second person to a local hospital with moderate injuries, according to the California Department of Forestry and Fire Protection.

Staff reports

Pedestrian struck, killed in DHS crash

A pedestrian was hit and killed in a collision Wednesday night in Desert Hot Springs.

The crash happened at the intersection of Indian Canyon Drive and Thomas Avenue at about 8:05 p.m. and involved a pedestrian and one vehicle, a California Highway Patrol dispatcher said. The pedestrian has not yet been identified.

Authorities have closed off Indian Canyon south of Thomas Avenue for at least the next hour as the coroner investigates the incident, the California Highway Patrol said.

Additional details were not immediately available.

Gabby Ferreira

RICHARD LUI/THE DESERT SUN

One of the units at Thirteen Palms, a five-unit vacation rental building in the Warm Sands neighborhood in Palm Springs, is seen on Wednesday.

Rental ban

Continued from 1A

than 1,950 registered vacation rentals.

The change was opposed by some apartment building operators who have converted some or all of their units to short-term rentals.

Tim Brinkman, who operates The Twist, a 35-unit apartment building on North Palm Canyon Drive, said his long-term residents appreciate the mix with vacationers, in part, because it means added amenities for full-timers.

"The residents enjoy a building maintained to a much higher standard than would be economical at a traditional Palm Springs apartment building," wrote Brinkman in a letter to the city. "Specifically, the residents benefit from the onsite staff to handle timely issues, a higher level of maintenance and cleanliness, a daily staged pool area, a putting green, and a vibrant community."

The Twist has 18 traditional long-term unfurnished rentals and 17 vacation rentals, along with six commercial units.

"The reasons that an apartment works best for me are numerous," Louise Magoto, wrote in an email to the city. "Firstly, this is a very affordable option. I don't need an entire home, yet I want to be able to cook some light meals.

"Also, I really like community I that I always find when I stay in a rented apartment," Magoto added.

Out of some 10,000 apartment units, 143 are registered vacation rentals, according to a city staff report. Councilmen Geoff Kors and Roberts have been leading a subcommittee to rewrite the city's vacation rental ordinance amid a growing wave of noise and other complaints. The proposal to ban apartments from the vacation rental stock is the first of the recommendations to come out of the committee.

The group ONE-PS, made up members of neighborhood organizations from across the city, supports the move to ban vacation rentals in apartment buildings. Apartment buildings with vacation rentals function largely as hotels, said Lisa Middleton, chair of ONE-PS, without meeting hotel building code requirements.

"They should compete on a level playing field as everyone else," Middleton told the council.

One of the options available to apartment building operators is to convert their building into a hotel, which would require all of the applicable reviews by the building, fire and planning departments.

The problem with this option, say opponents of the changes, is it does nothing to improve access to long-term housing – affordable or otherwise.

"And still no talk about the city promoting affordable housing — in fact encouraging us to convert to hotels!" wrote Fred Ross, operator of Thirteen Palms, a five-unit vacation rentals building in the Warm Sands neighborhood.

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ANUNCIO PÚBLICO

Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass

Notificación de Intención (NOI) y Anuncio de Preparación (NOP) de un Programa de Declaración de Impacto Ambiental/Reporte de Impacto Ambiental (Programa EIS/EIR) Conjunto

LO QUE SE ESTÁ PLANEANDO

La Administración Federal de Ferrocarril (FRA, por sus siglas en inglés) en asocio con la Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés) y el Departamento de Transporte de California (Caltrans) están iniciando el proceso del Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass (Proyecto). El proyecto estudiará opciones para proveer servicios de tren interurbano entre las ciudades de Los Ángeles e Indio, en California, un trayecto conocido como el Coachella Valley - San Gorgonio Pass (el Corredor).

FRA ha presentado la Notificación de Intención (NOI) para preparar una Declaración de Impacto Ambiental (EIS) de acuerdo con el Acta de Política Ambiental Nacional (NEPA). RCTC ha presentado una Notificación de Preparación (NOP) para preparar el Reporte de Impacto Ambiental (EIR) de acuerdo con el Acta de Calidad Ambiental de California (CEQA). FRA preparará un EIS/EIR Programático conjunta con RCTC y Caltrans para el Proyecto.

El EIS/EIR Programático será preparado de acuerdo con el acta NEPA (42 U.S.C. 4321 et seq.) y las regulaciones del Concejo de Calidad Ambiental implementando el NEPA descrito en 40 CFR Partes 1500-1508, los Procedimientos de Consideración de Impactos Ambientales de FRA como están descritos en 64 CFR Parte 28545, con fecha del 26 de mayo de 1999 (Procedimientos Ambientales), y actualización en 78 FR 2713 con fecha del 14 de enero de 2013, 23 U.S.C. 139, CEQA (Sección 21000 – 21178 y el Código de Regulaciones de California Título 14, Capítulo 3 Sección 15000-15387), y otras leyes y regulaciones federales y estatales aplicables.

EL POR QUÉ DE ESTE AVISO

Los objetivos de este Anuncio es:

- Proveer información acerca del Proyecto, objetivo y necesidad del Proyecto propuesto y las alternativas propuestas que deben ser consideradas; e,
- Invitar al público y a las agencias a que participen del proceso del EIS/EIR.

El EIS/EIR Programático comparará la Alternativa de No Construcción y una variedad de Alternativas de Construcción razonables para un servicio nuevo de tren interurbano que podría satisfacer las necesidades futuras de movilización de residentes, empresas y visitantes entre las ciudades de Los Ángeles e Indio.

¿CUÁNDO Y DÓNDE?

Estos son los horarios y lugares donde se harán las reuniones:

Miércoles 12 de octubre de 2016, 5-7 PM*
Springbrook Clubhouse, 1011 N. Orange St., Riverside, CA 92501

Jueves 13 de octubre de 2016, 5-7 PM*
Indio Senior Center, 45-700 Aladdin St., Indio, CA 92201

Lunes 17 de octubre de 2016, 5-7 PM*
Los Angeles County Metropolitan Transportation Authority (Metro)
Oficinas Principales, A Nivel de la Plaza,
One Gateway Plaza, Los Angeles, CA 90012

*Presentación Resumida a las 5:45 PM

Todas las reuniones informativas se harán en lugares accesibles de acuerdo con el Acta de Americanos con Discapacidades de 1990 (ADA). Habrá presentes intérpretes de español. Puede llamar al (909) 627-2974 por lo menos 72 horas antes de las reuniones para solicitar otras acomodaciones ADA o servicios de interpretación.

¿QUÉ HAY DISPONIBLE?

Los materiales e información con respecto a las reuniones informativas están disponibles a través de la página web de RCTC: http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service

¿CUÁL ES SU PAPEL?

La revisión pública y el periodo de comentarios sobre la NOI y NOP es del 5 de octubre de 2016 al 5 de noviembre de 2016. Las agencias federales, estatales y locales, las organizaciones y el público general están invitados a aportar sus comentarios acerca del EIS/EIR Programático. Las personas interesadas deben enviar sus comentarios por escrito a la oficina Office of Program Delivery de la FRA: 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590 o a la comisión Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, o a través de correo electrónico a Robert Yates, Multimodal Services Director, a CoachellaValleyRail@ArellanoAssociates.com. Los comentarios deben decir "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments'' o "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" en la casilla de Asunto, e incluir en la carta o el correo electrónico la dirección física de quien hace el comentario. Las personas interesadas en hacer comentarios por escrito acerca de la reunión de detección de necesidades del Proyecto tienen que hacerlo antes del sábado 5 de noviembre de 2016.

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Latinos: fortalecen la economía

VIENE DE LA PÁG. 1

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De hecho, un análisis del Consumo de Hogares Latinos en el Condado de Los Ángeles, preparado por Beacon Economicss para la Cámara Latina de Comercio de Los Ángeles, muestra que el ingreso total de los hogares con una cabeza Latino de la casa creció de 45,900 mil millones de dólares en 2000 a 72,400 millones de dólares en 2014, gracias a su aumento demográfico y crecimiento en ingresos.

Un ejemplo lo es Mónica Cruz, propietaria de K.C. Flowers en la ciudad de Montebello, quien, como madre soltera, hace cuatro años decidió invertir sus ahorros para abrir la florería y sacar adelante a sus tres hijos: Stephanie, Mónica y Andrés.

"Siempre he sido una mujer que no se da por vencida", declaró Mónica. "Mis hijos y su futuro fueron los factores que me impulsaron a seguir adelante".

Por sus parte, Francisco Moreno, activista y portavoz del Comité de Federaciones Mexicanas (COFEM) señaló que la totalidad de latinos en Estados Unidos representan 1.3 trillones de dólares para la economía, lo cual representa un "tremendo" poder económico, aunque, por otro lado, la población hispana está comprendida por trabajadores indocumentados, menos habilidades laborales y nuevas generaciones mal preparadas.

"Ocupamos los puestos de trabajo menor remunerados", lamentó Moreno. "Hay muchas carencias en la comunidad latina e inmigrante que todavía se tienen que superar y uno de los muros de contención hacia nuestro progreso económico es la carencia de documentos; por ello es necesaria la regularización de 11 millones de indocumentados, un asunto que no se puede dilatar más, porque ello desataría las fuerzas latinas en el renglón económico".

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Abraham Lugo, un inmigrante oriundo de Mexicali, es uno de los millones de extranjeros que con su trabajo colaboran grandemente con la economía de California.

HACE FALTA UNA REFORMA MIGRATORIA

Con aproximadamente 40 millones de habitantes, el "Estado Dorado" tiene una población mayor que muchos países, incluyendo un poco más de 2.5 millones de inmigrantes indocumentados (2.667,000).

El condado de Los Ángeles alberga a la mayoría: (815,000), seguido por Orange (250,000), Santa Clara (180,000) y San Diego (170,500), Alameda (129,500), Riverside (124,00) San Bernardino (118,000).

"Yo no puedo festejar nada ni en septiembre, ni en otro mes del año", comentó Otilio Garnica, un trabajador indocumentado de la construcción de Santa Ana y nacido en El Arenal, estado de Hidalgo. "Aunque llevo más de 15 años viviendo en Estados Unidos no tengo papeles y como están ahora las amenazas de Donald Trump de que nos quiere deportar, mucho menos. Ojalá que no gane".

Garnica, de 45 años tiene tres hijos nacidos en esta nación, pero teme que algún día su familia, como la de muchos hispanos, sea separada a causa de su estatus de indocumentado.

"Nosotros hemos engrandecido no solamente a California, sino a Estados Unidos y también ayudamos a México", expuso. "Muchos dejamos nuestro país para buscar una mejor vida para nuestras familias y en vez de querer echarnos nos deberían dar ya la reforma migratoria".

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Riverside County Transportation Commission

FEDERAL RAILROAD ADMINISTRATION

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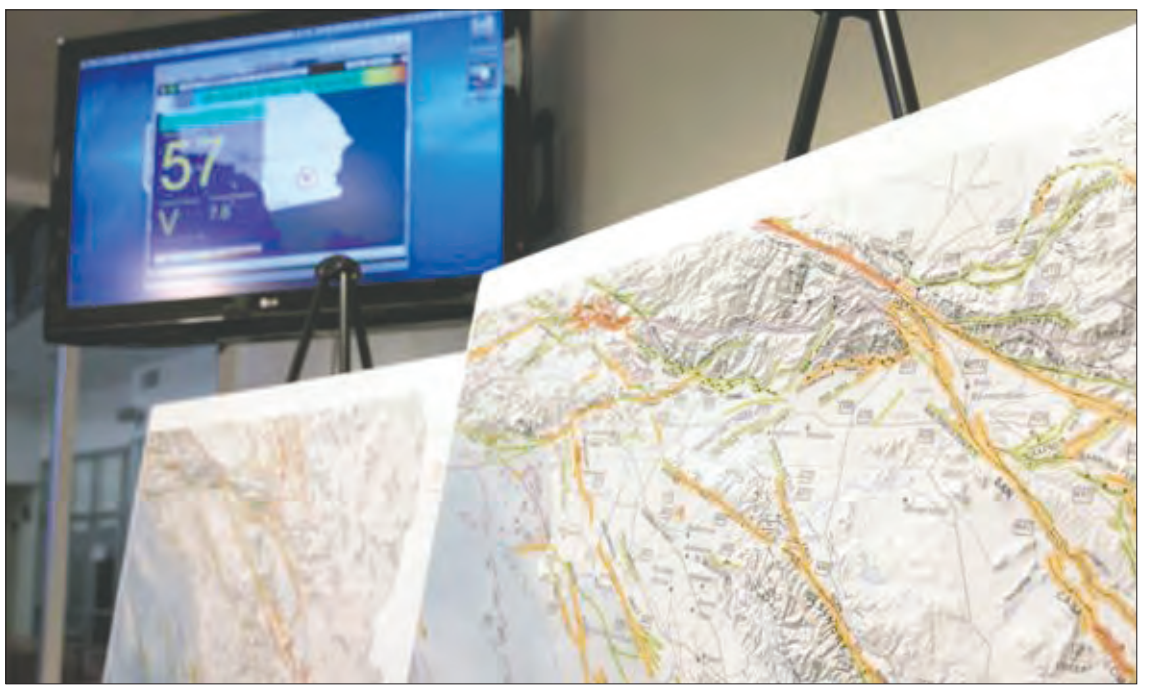
San Andrés: El peligro real de una de las fallas más temidas del mundo

La tierra ruge y los rascacielos del distrito financiero de Los Ángeles se desmoronan, atrapando a miles de personas bajo sus escombros.



Científicos presentaron en California un proyecto para desarrollar un sistema de alerta temprana.

Un tsunami de proporciones bíblicas se adentra en la bahía de San Francisco, engullendo a su paso el icónico puente Golden Gate, antes de arrasar la ciudad californiana.

Estos son dos de los terroríficos escenarios que presentaba "San Andrés", película protagonizada por Dwayne "la Roca" Johnson que se estrenó en 2015 en los cines de todo el mundo.

Su argumento gira en torno a las devastadoras consecuencias de un potente terremoto en la famosa falla que da nombre al filme y que lleva el caos y la destrucción de la costa oeste estadounidense.

Se trata de una premisa pensada para el disfrute de los amantes del cine de catástrofes, aunque cuando se habla de terremotos, la línea que separa realidad de ficción es demasiado delgada.

Esta misma semana se produjeron varios temblores en el sur de la falla de San Andrés, varios de ellos de magnitud superior a 4.

La Red Sísmica del Sur de California anticipó que los movimientos se pueden prolongar durante los próximos días y emitió una alerta para los condados del sur del estado.

Aunque los expertos no creen que este enjambre sísmico vaya a ser detonante del temido sismo de gran magnitud conocido como Big One, las autoridades recordaron a la población que debe estar preparada para los temblores.

Esto se une a los hallazgos de los científicos que asistieron a la Confenrencia Nacional de Terremotos el pasado mes de junio y que advirtieron que la sección sur de la falla de San Andrés está "cargada y lista" para provocar un gran temblor.

Además, un estudio realizado por la Universidad de Hawái señaló que la falla de San Andrés se está moviendo verticalmente.

Según la investigación, publicada en la revista Nature Geoscience, se trata de un movimiento constante y a gran escala, aunque muy sutil, de tan solo unos 2 milímetros al año.

Lo interesante de dicho informe es que es la primera vez que se han podido detectar movimientos verticales.

La sección sur

La falla de San Andrés, que recorre California de norte a sur a lo largo de 1.300 kilómetros y que delimita la placa norteamericana de la placa del Pacífico, es una de las más estudiadas del planeta, ya que en su práctica totalidad se encuentra sobre la superficie terrestre.

Fue la causante del devastador terremoto de 7,8 grados que destruyó gran parte de San Francisco en 1906, provocando la muerte de más de 3.000 personas.

Aunque la extrema premisa de "San Andrés" tiene más de ciencia ficción que de escenario real, lo cierto es que esta superproducción de Hollywood fue un recordatorio de que, tarde o pronto, la falla volverá a quebrarse y los más de 38 millones de personas que viven en sus inmediaciones tienen que estar preparadas.

La que más preocupa a los científicos es la sección sur de la falla, en la que no se ha producido un sismo en cerca de 300 años, pese a que los registros geológicos indican que es la causante de un gran terremoto con una periodicidad de unos 150 años.

Los cálculos más conservadores apuntan a que, de producirse un temblor de magnitud 7,8 en la escala de Richter en esa sección -que tendría un impacto directo en Los Ángeles, la segunda ciudad más poblada de EE.UU.- cerca de 2.000 personas morirían y habría más de 50.000 heridos. Los daños materiales superarían los US$200.000 millones.

"La información con la que trabajamos los científicos indica que el extremo sur de la falla de San Andrés es en la que es más probable que se produzca un gran terremoto en los próximo 30 años", señala en conversación con BBC Mundo Jennifer Andrews, sismóloga del Instituto de Tecnología de California (Caltech).

Según explica Andrews, "la parte media de la falla se rompió hace unos 160 años y la parte norte en 1906, provocando el terremotos de San Francisco".

"La parte sur de la falla no se ha quebrado en cerca de tres siglos y sabemos que durante este tiempo la tensión se ha ido acumulando".

ANUNCIO PÚBLICO

Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass
Notificación de Intención (NOI) y Anuncio de Preparación (NOP) de un Programa de Declaración de Impacto Ambiental/Reporte de Impacto Ambiental (Programa EIS/EIR) Conjunto

LO QUE SE ESTÁ PLANEANDO	La Administración Federal de Ferrocarril (FRA, por sus siglas en inglés) en asocio con la Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés) y el Departamento de Transporte de California (Caltrans) están iniciando el proceso del Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass (Proyecto). El proyecto estudiará opciones para proveer servicios de tren interurbano entre las ciudades de Los Ángeles e Indio, en California, un trayecto conocido como el Coachella Valley - San Gorgonio Pass (el Corredor). FRA ha presentado la Notificación de Intención (NOI) para preparar una Declaración de Impacto Ambiental (EIS) de acuerdo con el Acta de Política Ambiental Nacional (NEPA). RCTC ha presentado una Notificación de Preparación (NOP) para preparar el Reporte de Impacto Ambiental (EIR) de acuerdo con el Acta de Calidad Ambiental de California (CEQA). FRA preparará un EIS/EIR Programático conjunta con RCTC y Caltrans para el Proyecto. El EIS/EIR Programático será preparado de acuerdo con el acta NEPA (42 U.S.C. 4321 et seq.) y las regulaciones del Concejo de Calidad Ambiental implementando el NEPA descrito en 40 CFR Partes 1500-1508, los Procedimientos de Consideración de Impactos Ambientales de FRA como están descritos en 64 CFR Parte 28545, con fecha del 26 de mayo de 1999 (Procedimientos Ambientales), y actualización en 78 FR 2713 con fecha del 14 de enero de 2013, 23 U.S.C. 139, CEQA (Sección 21000 – 21178 y el Código de Regulaciones de California Título 14, Capítulo 3 Sección 15000-15387), y otras leyes y regulaciones federales y estatales aplicables.
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¿CUÁNDO Y DÓNDE?	Estos son los horarios y lugares donde se harán las reuniones: **Miércoles 12 de octubre de 2016, 5-7 PM*** Springbrook Clubhouse, 1011 N. Orange St., Riverside, CA 92501 **Jueves 13 de octubre de 2016, 5-7 PM*** Indio Senior Center, 45-700 Aladdin St., Indio, CA 92201 **Lunes 17 de octubre de 2016, 5-7 PM*** Los Angeles County Metropolitan Transportation Authority (Metro) Oficinas Principales, A Nivel de la Plaza, One Gateway Plaza, Los Angeles, CA 90012 *Presentación Resumida a las 5:45 PM Todas las reuniones informativas se harán en lugares accesibles de acuerdo con el Acta de Americanos con Discapacidades de 1990 (ADA). Habrá presentes intérpretes de español. Puede llamar al (909) 627-2974 por lo menos 72 horas antes de las reuniones para solicitar otras acomodaciones ADA o servicios de interpretación.
¿QUÉ HAY DISPONIBLE?	Los materiales e información con respecto a las reuniones informativas están disponibles a través de la página web de RCTC: http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service
¿CUÁL ES SU PAPEL?	La revisión pública y el periodo de comentarios sobre la NOI y NOP es del 5 de octubre de 2016 al 5 de noviembre de 2016. Las agencias federales, estatales y locales, las organizaciones y el público general están invitados a aportar sus comentarios acerca del EIS/EIR Programático. Las personas interesadas deben enviar sus comentarios por escrito a la oficina Office of Program Delivery de la FRA: 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590 o a la comisión Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, o a través de correo electrónico a Robert Yates, Multimodal Services Director, a CoachellaValleyRail @ArellanoAssociates.com. Los comentarios deben decir "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments" o "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" en la casilla de Asunto, e incluir en la carta o el correo electrónico la dirección física de quien hace el comentario. Las personas interesadas en hacer comentarios por escrito acerca de la reunión de detección de necesidades del Proyecto tienen que hacerlo antes del sábado 5 de noviembre de 2016.

Inmigración

Viene de 1ra Página

Nuevo golpe a la política migratoria de Obama: la Corte Suprema rechaza revisar el fallo sobre DAPA y DACA

La Corte Suprema de Justicia rechazó el lunes un recurso interpuesto en julio por el Departamento de Justicia para revisar el dictamen sobre los programas DAPA y DACA Ampliado.

Los jueces no comentaron el dictamen. La decisión pone fin a los esfuerzos de la Casa Blanca para proteger de la deportación a unos cinco millones de indocumentados sin antecedentes criminales que llevan tiempo en el país.

El pasado 20 de junio el máximo tribunal de justicia anunció que no tomaba decisión sobre otro recurso presentado por el gobierno en noviembre, luego del fallo emitido por la Corte de Apelaciones del 5to Circuito de Nueva Orleans, Louisiana, que mantuvo el bloqueo a ambos programas.

La corte dijo en esa ocasión que debido a una votación 4 a 4 no tomada decisión alguna, regresando el caso a un tribunal de distrito en Texas que en febrero de 2015 dictó una medida cautelar congelando la puesta en funcionamiento de DAPA y DACA Ampliado.

El dictamen no afectó a los inmigrantes protegidos por la Acción Diferida de 2012 (DACA), que protege a poco más de 800,000 jóvenes indocumentados que entraron siendo niños a EEUU y se les conocen como dreamers.

El 20 de noviembre del 2014 Obama anunció una acción ejecutiva que, entre otros beneficios, incluyó el amparo de las deportaciones de indocumentados padres de ciudadanos y residentes legales permanentes (DAPA) y amplió los beneficios de la Acción Diferida de 2012 de los dreamers (DACA).

Ambos beneficios otorgaban además un permiso de trabajo renovable cada tres años.

El recurso interpuesto por el Departamento de Justicia en julio preparaba el terreno en caso de que Hillary Clinton gane en noviembre. Pero si triunfa Donald Trump, estaba claro que la Acción Ejecutiva se muere en ese instante.

"Simple y sencillamente el Departamento de Justicia le estaba pidiendo al Tribunal Supremo que, cuando tenga nueve miembros, revisara el dictamen del 20 de junio y desempate la decisión que mantiene congelados los programas DAPA y DACA Ampliado", dijo a Univision Noticias Ezequiel Hernández, un abogado experto en temas migratorios que reside en Phoenix Arizona.

"Pero la decisión de ahora no impide, en el caso de que gane Clinton, que la Casa Blanca vuelva a pedirle a la Corte Suprema que revise una medida similar, pero el nuevo gobierno deberá seguir todas las formalidades y esperar si los magistrados lo incluyen o no en el calendario 2017", agregó.

El fallo causó desilusión entre las organizaciones que defienden los derechos de los inmigrantes. "Es un atentado a millones de personas que trabajan duro, que se han portado bien, que ayudan al engrandecimiento de los Estados Unidos y que tienen hijos que votan", dijo Francisco Moreno, director ejecutivo de la Confederación de Organizaciones Mexicanas en Los Ángeles, California.

El activista comentó que "definitivamente DACA ampliado y DAPA fueron firmados para fracasar desde el inicio, debido esto a la corriente en contra de parte del Partido Republicano y muchos demócratas que no lo supieron aprovechar".

"Pero sabemos que era un parche curita para tapar un raspón. Lo que necesitamos es una reforma migratoria. Nos sentimos tristes por tanto esfuerzo y porque habíamos visto un brillito al final del túnel. Ahora responderemos con votos en noviembre", indicó.

La decisión de la corte "muestra con mayor claridad que nunca que el Congreso tiene que arreglar nuestro sistema de inmigración. El Senado aprobó una reforma migratoria integral en 2013 pero el proyecto murió en la Cámara de Representantes. Esperemos que el próximo Congreso tenga el valor de reiniciar ese proceso", dijo Stephen Yale-Loehr, profesor de la escuela de leyes de la Universidad Cornell.

La Acción Ejecutiva migratoria de Obama fue demandada (caso EEUU vs Texas) a comienzos de diciembre del 2014 por 26 estados (24 de ellos gobernados por republicanos) quienes argumentaron que el presidente abusó de sus poderes ejecutivos y la medida violaba la Constitución al cambiar una parte de la ley de inmigración sin consultarle al Congreso.

El 16 de febrero de 2015 una corte de distrito en Brownsville, Texas, frenó la entrada de dos programas clave de la medida, DAPA y DACA, decisión que en noviembre fue ratificada por la Corte de Apelaciones del 5to Circuito de Nueva Orleans.

Una semana después el Departamento de Justicia presentó un recurso al tribunal para que revisara la medida, pero el 20 de junio anunció un empate y que no tomaba decisión al respecto, dejando vigente entonces el dictamen de Texas.

Viene de 1ra Página

RCTC
Riverside County Transportation Commission

ANUNCIO PÚBLICO

Proyecto del Corredor del Servicio de Tren
Coachella Valley – San Gorgonio Pass

Notificación de Intención (NOI) y Anuncio de Preparación (NOP) de un Programa de Declaración de Impacto Ambiental/Reporte de Impacto Ambiental (Programa EIS/EIR) Conjunto

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Anúncio en Español

PUBLIC NOTICE

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Notice of Intent (NOI) and Notice of Preparation (NOP) for a Joint
Programmatic Environmental Impact Statement/ Environmental Impact Report (Program EIS/EIR)

WHAT'S BEING PLANNED

The Federal Railroad Administration (FRA) in cooperation with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) are initiating the environmental process for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (Project). The Project will study options for providing intercity rail services between the cities of Los Angeles and Indio, California also known as the Coachella Valley – San Gorgonio Pass Corridor (the Corridor).

FRA has released a Notice of Intent (NOI) to prepare an EIS under the National Environmental Policy Act (NEPA). RCTC has released a Notice of Preparation (NOP) to prepare an EIR under the California Environmental Quality Act (CEQA). FRA will prepare the Programmatic EIS/EIR jointly with RCTC and Caltrans for the Project.

The Programmatic EIS/EIR will be prepared consistent with the NEPA (42 U.S.C. 4321 et seq.) and the Council on Environmental Quality regulations implementing NEPA set forth in 40 CFR Parts 1500-1508, the FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR Part 28545, dated May 26, 1999 (Environmental Procedures) and updated in 78 FR 2713 dated January 14, 2013, 23 U.S.C. 139, CEQA (Section 21000 – 21178 and California Code of Regulations Title 14, Chapter 3 Section 15000-15387), and other applicable federal and state laws and regulations.

WHY THIS AD?

The purpose of this Notice is to:

- Provide information about the Project, proposed Purpose and Need for the Project, and proposed alternatives to be considered; and,
- Invite public and agency participation in the EIS/EIR process.

The Programmatic EIS/EIR will compare the No Build Alternative to a range of reasonable Build Alternatives for a new intercity rail service that would meet the future mobility needs of residents, businesses, and visitors between the cities of Los Angeles and Indio.

WHEN AND WHERE

The meeting times and locations are as follows:

Date	Time	Location
Wednesday, October 12, 2016	5-7 PM Brief Presentation at 5:45 PM	Springbrook Clubhouse at Reid Park 1011 N. Orange Street Riverside, CA 92501
Thursday, October 13, 2016	5-7 PM Brief Presentation at 5:45 PM	Indio Senior Center 45-700 Aladdin Street Indio, CA 92201
Monday, October 17, 2016	5-7 PM Brief Presentation at 5:45 PM	Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters Plaza Level: One Gateway Plaza Los Angeles, CA 90012

All scoping meeting locations are Americans with Disabilities Act of 1990 (ADA) accessible facilities. Spanish language interpreters will be present. You may call (909) 627-2974 at least 72 hours in advance of the meetings to request other ADA accommodations or interpretation services.

WHAT'S AVAILABLE?

Scoping materials and information regarding the scoping meetings are available through RCTC's website http://rctc.org/projects/rail-projects/coachella-valley-san-gorgonio-pass-corridor-rail-service

WHERE YOU COME IN

The public review and comment period for the NOI and NOP is October 5, 2016 to November 5, 2016. Federal, state, and local agencies, organizations, and public are invited to provide input into the scope of the Programmatic EIS/EIR. Interested persons should send written comments to FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, or Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502, or via e-mail to Robert Yates, Multimodal Services Director, at CoachellaValleyRail@ArellanoAssociates.com. Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments" or "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" in the subject line and the commenter's physical mailing address in the body of the letter or email. Persons interested in providing written comments on the scope of the Project must do so by Saturday, November 5, 2016.

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Coachella Valley Rail
October 10 at 4:35pm

The Riverside County Transportation Commission, Federal Railroad Administration and Caltrans will be hosting three public scoping meetings: Oct. 12 in Riverside, Oct. 14 in Indio and Oct. 17 in Los Angeles. Get the latest information about the project and provide comments. Visit http://tinyurl.com/jscalr6 for more details

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Coachella Valley Rail
Published by Ariel Alcon · October 10 at 4:35pm ·

The Riverside County Transportation Commission, Federal Railroad Administration and Caltrans will be hosting three public scoping meetings: Oct. 12 in Riverside, Oct. 14 in Indio and Oct. 17 in Los Angeles. Get the latest information about the project and provide comments. Visit http://tinyurl.com/jscalr6 for more details

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62 Love	62 On Post	0 On Shares
4 Haha	4 On Post	0 On Shares
45 Wow	45 On Post	0 On Shares
1 Sad	0 On Post	1 On Shares
2 Angry	2 On Post	0 On Shares
101 Comments	91 On Post	10 On Shares
344 Shares	344 On Post	0 On Shares

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Train in vain? Route between LA and Coachella again up for discussion

by Meghan McCarty October 17, 05:30 AM

FILE: An Amtrak train sits idle at Penn Station in New York. Riverside County officials are reviving an idea to create train service between Coachella Valley and downtown Los Angeles. STAN HONDA/AFP/Getty Images

The Desert Trip concert series may have left good memories for music lovers, but the same can't be said for the traffic-filled drive there and back.

Those who'd rather ride the train someday can share their views at a public meeting Monday night to discuss a rail connection between Los Angeles and Coachella Valley.

The idea of a train line between Indio and Union Station has been kicked around since the 1990s.

Now Riverside County officials have received a federal grant to move forward with the proposal.

They are taking public comments on the proposal through Nov. 10 and hope to complete an initial study for the project by the end of 2018.

Meetings have already been held in Riverside and Indio. Monday night's meeting runs from 5 p.m. to 7 p.m. at Los Angeles County Metropolitan Transportation Authority Headquarters Plaza Level, One Gateway Plaza.

The train line would be built on an existing rail tracks and would have limited stops in the Coachella Valley and Riverside before making its way to L.A.

Amtrak would operate the service, likely two trains a day, but a funding source is still not in place.

A previous study projected it would take just over three hours for a one-way trip along the 141-mile route.

If you can't make tonight's meeting, you can also send written comments to the Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502. You can also send comments by email to Robert Yates, Multimodal Services Director, at CoachellaValleyRail@ArellanoAssociates.com.

Train to LA One Step Closer

Posted: Oct 13, 2016 10:03 PM PDT
Updated: Oct 13, 2016 10:33 PM PDT

By Kitty Alvarado, Video Journalist CONNECT

Coachella Valley Rail

INDIO, Ca. - An intercity passenger rail service between LA and Indio has been a long time in the making.

"Why is it taking so long? We've been talking about this for forever," says Rancho Mirage resident Michael Harrington, who remembers hearing rumors about a train to Palm Springs when he lived in Los Angeles years ago.

But the wheels are finally rolling on the first phase of the Coachella Valley - San Gorgonio Pass Corridor.

"We're finally kicking off the first effort for a rail study to bring daily service from Los Angeles Union Station out to the Coachella Valley with a terminus in Indio," says Robert Yates, of the Riverside County Multimodal Services Director.

The Federal Railroad Administration, Caltrans and the Riverside County Transportation Commission held the first meeting in the area on Thursday night in Indio to announce a study of the service and get public input.

"We're going to be looking at air quality, impacts on land, Native American sites, all kinds of things, we have to do that by law both state and federal," says Yates who was part of the presentation.

The City of Indio says the service would give its residents and 1.4 million yearly visitors more travel options.

"This real corridor project would be one way to reduce traffic congestion and more visitors to the area as well so we're very exited to see this happen," says PJ Gagajena, Principal Management Analyst with the City of Indio.

Jesse Valencia, who lives in Indio says he can already see himself riding the train, "Wonderful if there was one tomorrow I'd be on it to LA ... see my hat I'd be at a Dodger game."

But it may take years before anyone can get on-board.

"Study the infrastructure improvements, and then to build those and then get the rail equipment, there's a lot to it, so, seven years might be an optimistic estimate," says JD Douglas with HDR Engineering, who did the presentation on the study about to take place.

And how much will it cost and who will pay for it?

"That's a very good question, yet to be determined," says Douglas adding that public input is vital in the study phase.

If you weren't able to attend the meeting you still have until November 10, 2016 to include your comments for the project.

Email: Mr. Robert Yates coachellavalleyrail@arellanoassociates.com

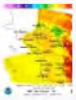
From the Health Channel

- Beer makes you friendlier?
- 5 second rule debunked
- Youth soccer inuries double
- Superlice resists OTC meds

MOST POPULAR STORIES

- O'Reilly Auto Parts Robbed at Gunpoint
- Food 4 Less Robbed at Gunpoint
- Suspect Arrested in Violent Store Robbery

NEWS
Menifee educator wins California Teacher of the Year award



NEWS
Inland temperatures to remain low through weekend

NEWS
Man charged in deaths of 2 Palm Springs police officers, attempted

ENTERTAINMENT
These works are why Bob Dylan won a Nobel Prize

NEWS

Amtrak trains could connect Los Angeles with desert, Pass

Public meetings are set in Riverside, elsewhere to discuss proposed passenger service.

By DAVID DOWNEY / STAFF WRITER

Published: Oct. 11, 2016 Updated: Oct. 12, 2016 5:53 p.m.

, RODRIGO PENA, FILE PHOTO

IF YOU GO

What: Meetings are scheduled on proposed rail service between Los Angeles and the Coachella Valley.

Wednesday, Oct. 12: 5 p.m., Springbrook Clubhouse at Reid Park, 1011 N. Orange St., Riverside

Thursday, Oct. 13: 5 p.m., Indio Senior Center, 45700 Aladdin St., Indio

Monday, Oct. 17: 5 p.m., Los Angeles County Metropolitan Transportation Authority (Metro headquarters), Plaza Level, One Gateway Plaza, Los Angeles

Details: The public can review and comment on the proposal through Nov. 10.

Information: http://rctc.org/rail/coachella-valley-rail-service

The public is getting an opportunity to shape a study that could lead to two Amtrak trains a day running 141 miles between Los Angeles Union Station and Indio, with a stop in Riverside.

A round of three meetings begins Wednesday, Oct. 12, in Riverside and continues through early next week.

John Standiford, deputy executive director for the Riverside County Transportation Commission, said leaders have long sought such passenger service.

The agency, which plans and funds major transportation projects in the county, recently received a nearly $3 million federal grant to help pay for the $4 million study.

"We're looking at a couple trains a day," Standiford said.

The idea is to provide a way for residents of distant Southern California cities to make long trips without having to drive, he said.

"It's really not a commuter type of line. It's more of an inter-city line," he said, although a few passengers might use it for that purpose.

"It would use existing rail corridors," he added. "And, ideally, we'd like to get some cars off the I-10, among other places."

It's unclear how many stations would be along the route.

"We're just looking at general areas to be served at this point, Standiford said. "There likely would be a stop in the Pass and probably two in the Coachella Valley."

But, he said, "You don't want too many stops. You want the service efficient."

Standiford said the study is expected to be completed by the end of 2018. At some point after that, a decision would be made on whether to go through with the project.

Vernae Graham, a spokeswoman for Amtrak in Oakland, said Amtrak would not pay for the trains.

"This would have to be a state supported service since it's less than 750 miles," Graham said in an email. "But, if this were to occur, we would be interested in operating the service."

Graham said Amtrak runs a three-times-a-week service – The Sunset Limited – that runs through Banning and the Coachella Valley, en route to New Orleans.

Contact the writer: 951-368-9699 or ddowney@scng.com

Appendix B

Sign-In Sheets

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Springbrook Clubhouse
1011 N. Orange St., Riverside, CA 92501
Wednesday, October 12, 2016, 5 – 7 pm

NAME/*NOMBRE*	ORGANIZATION/ *ORGANIZACIÓN*	ADDRESS/*DOMICILIO*	E-MAIL/*CORREO ELECTRÓNICO* TELEPHONE /*TELÉFONO*
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Richard A. Dennis	Caltrans Dist. 8		*Email/Correo Electrónico:* richard.dennis@dot.ca.gov *Telephone/Teléfono:*
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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Springbrook Clubhouse
1011 N. Orange St., Riverside, CA 92501
Wednesday, October 12, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Springbrook Clubhouse
1011 N. Orange St., Riverside, CA 92501
Wednesday, October 12, 2016, 5 – 7 pm

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YOUR BUSINESS CARD HERE	YOUR BUSINESS CARD HERE	YOUR BUSINESS CARD HERE

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Indio Senior Center
45-700 Aladdin St., Indio, CA 92201
Thursday, October 13, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Indio Senior Center
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Thursday, October 13, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Indio Senior Center
45-700 Aladdin St., Indio, CA 92201
Thursday, October 13, 2016, 5 – 7 pm

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FAX 760/699/6822
BENJAMIN TORRES
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Friends of the Indio Senior Center
Sylvia Tenorio
Board Member
Friends of the Indio Senior Center
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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting - Los Angeles County Metropolitan Transportation Athority
One Gateway Plaza, Los Angeles, CA 90012
Monday, October 17, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting - Los Angeles County Metropolitan Transportation Athority
One Gateway Plaza, Los Angeles, CA 90012
Monday, October 17, 2016, 5 – 7 pm

NAME/*NOMBRE*	ORGANIZATION/ *ORGANIZACIÓN*	ADDRESS/*DOMICILIO*	E-MAIL/*CORREO ELECTRÓNICO* TELEPHONE /*TELÉFONO*
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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting - Los Angeles County Metropolitan Transportation Athority
One Gateway Plaza, Los Angeles, CA 90012
Monday, October 17, 2016, 5 – 7 pm

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Appendix C

Collateral Materials

COACHELLA VALLEY–SAN GORGONIO PASS

RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan

SAVE THE DATES!
Public Scoping Meetings

Wednesday, Oct. 12, 2016
Springbrook Clubhouse at Reid Park, Riverside

Thursday, Oct. 13, 2016
Indio Senior Center, Indio

Monday, Oct. 17, 2016
Los Angeles Metro Headquarters

Join us to learn more and to provide feedback.
Meetings are 5-7 pm; presentation at 5:45 pm.

40 YEARS 1976-2016 RCTC
Riverside County Transportation Commission

COACHELLA VALLEY–SAN GORGONIO PASS

Rail Corridor Service

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Fast Facts

- **Los Angeles Basin:** 16.5 million population, 7.2 million jobs
- **Coachella Valley:** 443,000 population, 12.2 million annual visitors
- **Trips through Pass:** 130,000 daily
- **Proposed initial daily round-trips:** 2
- **Running time Los Angeles-Indio:** 3 - 3.5 hours
- **Potential host railroads:** Union Pacific, BNSF Railway, SCRRA (Metrolink)
- **Current phase:** Program Environmental Document and Service Development Plan

Connecting Southern California

The Riverside County Transportation Commission (RCTC), in coordination with the Federal Railroad Administration (FRA) and California Department of Transportation (Caltrans), is studying options for providing additional Amtrak intercity passenger rail service between Los Angeles and the desert cities in the Coachella Valley. The Coachella Valley – San Gorgonio Pass Rail Corridor Service would extend from Indio in the east to Los Angeles Union Station in the west. The service is envisioned to provide a safe, reliable, and convenient intercity passenger rail service that would meet the future mobility needs of residents, businesses, and visitors within the Corridor.

Studying Rail Route Alternative Options

In 1991, RCTC completed the first in a series of studies to evaluate the feasibility of operating one or two daily intercity rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies of the Coachella Valley – San Gorgonio Pass Rail Corridor Service. In July 2016, RCTC, in coordination with FRA and Caltrans, completed the Coachella Valley – San Gorgonio Pass Rail Corridor Service Study Alternatives Analysis Final Report (AA Report) that evaluated several alternatives for a new intercity rail service between Los Angeles and Indio.

The Corridor currently faces mobility challenges that are likely to expand as growth in population, employment, and tourism increases. An effective rail system between Los Angeles and the San Gorgonio Pass/Coachella Valley will help meet the future mobility needs of residents, businesses, and visitors as well as provide new travel options. The project study area is outlined on the map on the reverse side of this fact sheet.

Program Environmental Document and Service Development Plan Under Way

With the completion of the AA Report, the next steps of the process include the preparation of a Program Environmental Impact Statement (EIS)/Program Environmental Impact Report (EIR) document, consistent with National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) requirements. At the initiation of the Program EIS/EIR process, all interested agencies and the public are invited to participate in project scoping meetings to provide input on the Purpose and Need and to help identify important issues for consideration in the Program EIS/EIR. The public comments contribute to finalizing the Purpose and Need, which drives the development of the range of reasonable alternatives, and to identifying potential environmental effects that may be analyzed in the preparation of the Program EIS/EIR document. Concurrent with the preparation of the environmental document, a Service Development Plan will be prepared to conceptualize how the service would operate through the Corridor and what infrastructure improvements would be needed to accommodate the new intercity passenger rail service.

This phase of work is being funded through a $2.9 million grant awarded by the FRA to Caltrans and RCTC in April 2015 and matched by RCTC with $1.1 million of local funds.

RCTC
Riverside County Transportation Commission

Caltrans

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

October 11, 2016

COACHELLA VALLEY–SAN GORGONIO PASS

Rail Corridor Service

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan

Project Process

The Coachella Valley – San Gorgonio Pass Rail Corridor Service is currently in the early stages of the environmental process and will utilize a tiered NEPA/CEQA approach. "Tiering" is a phased environmental review process often applied for complex transportation projects. When used, the initial phase or Tier 1 (e.g. Program EIS/EIR) addresses broad corridor questions for a project (such as general locations of routes and potential impacts of construction and operating the service). Based on the decisions made in the Program EIS/EIR, future site-specific proposals for the rail service (such as new track or specific station locations) would be analyzed at a greater level of detail and addressed in subsequent (e.g. Tier II/Project-level NEPA and CEQA) environmental documents. Currently, work on the SDP and Program EIS/EIR is anticipated to take approximately three years to complete.

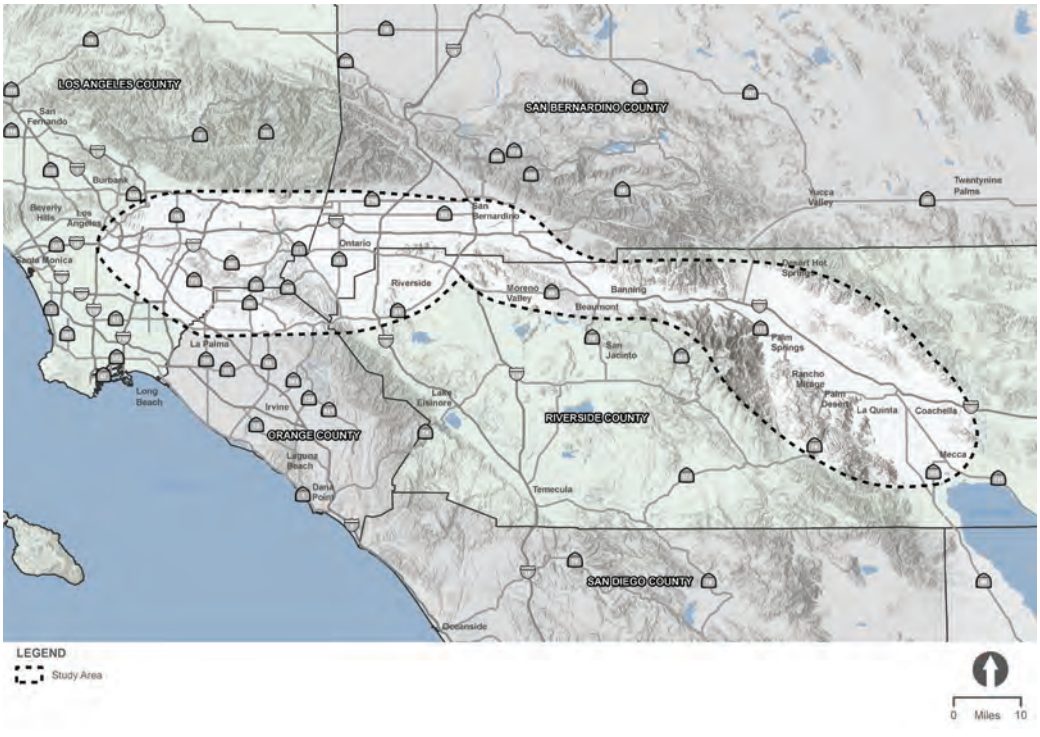
Alternatives Analysis → **Program Environmental Document & Service Development Plan (current phase)** → **Preliminary Engineering & Project-Level Environmental Documents** → **Final Design & Construction**

How to Stay Involved

RCTC has formed a Technical Advisory Committee comprised of regional stakeholders and an Ad Hoc Committee of its Commission members. These groups meet periodically to provide feedback about project development.

Public input also is an important component of the environmental process. Public scoping meetings will be held in October 2016, and RCTC will seek feedback from the community at these meetings and as well as through additional outreach efforts throughout the environmental process.

Study Area Map



Initial Project Supporters: Riverside County Transportation Commission • Coachella Valley Association of Governments • California High Speed Rail Authority • Cathedral City • City of Calimesa • City of Coachella • City of Corona • City of Eastvale • City of Jurupa Valley • City of Indian Wells • City of Indio • City of La Quinta • City of Palm Desert • City of Palm Springs • City of Rancho Mirage • City of Temecula • Coachella Valley Economic Partnership • County of Riverside • County of Riverside Supervisors • Greater Palm Springs Convention & Visitors Bureau • LOSSAN Rail Corridor Agency • Metrolink • National Association of Rail Passengers • RailPAC • South Coast Air Quality Management District • Southern California Association of Governments • Southwest Rail Passenger Association

COACHELLA VALLEY–SAN GORGONIO PASS

Corredor del Servicio del Tren

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Documento Ambiental del Programa y Plan de Desarrollo del Servicio

Datos Rápidos

- **Área de Los Ángeles:** 16.5 millones de habitantes, 7.2 millones de empleos
- **Coachella Valley:** 443,000 habitantes, 12.2 millones de visitantes al año
- **Viajes a través del Paso:** 130,000 diariamente
- **Viajes diarios ida y vuelta propuestos inicialmente:** 2
- **Tiempo de recorrido Los Ángeles-Indio:** 3 - 3.5 horas
- **Empresas propietarias de la vía férrea:** Union Pacific, BNSF Railway, SCRRA (Metrolink)
- **Fase actual:** Documento Ambiental del Programa y Plan de Desarrollo del Servicio

RCTC Riverside County Transportation Commission

Caltrans

Conectando al Sur de California

La Comisión de Transporte del Condado de Riverside (RCTC, por sus siglas en inglés), en asocio con la Administración Federal de Trenes (FRA, por sus siglas en inglés) y el Departamento de Transporte de California (Caltrans), está estudiando opciones para proveer servicios adicionales de tren Amtrak interurbano para pasajeros entre Los Ángeles y las ciudades de desierto del Coachella Valley. El Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass se extendería desde Indio en el este, hasta la estación Los Angeles Union Station en el oeste. Se espera que provea un servicio seguro, confiable y conveniente de tren interurbano de pasajeros, el cual solucionaría las necesidades de movilidad futuras de residentes, empresas y visitantes del Corredor.

Estudio de las Opciones de las Alternativas de la Ruta del Tren

En 1991, RCTC terminó el primero de una serie de estudios para evaluar la factibilidad de operar uno o dos viajes de ida y vuelta diarios entre las ciudades de Los Ángeles e Indio. Desde 1991 hasta 2013, RCTC ha completado estudios adicionales de factibilidad del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass. En julio de 2016, RCTC, en coordinación con la FRA y Caltrans, completó el Reporte Final del Análisis del Estudio de Alternativas (Reporte AA) del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass, el cual evaluó varias alternativas para un nuevo servicio de tren interurbano entre Los Ángeles e Indio.

En la actualidad el Corredor enfrenta retos de movilidad que seguramente serán mayores a medida que aumente la población, los trabajos y el turismo. Un sistema de tren efectivo entre Los Ángeles y el San Gorgonio Pass/Coachella Valley ayudará a satisfacer las demandas futuras de movilidad para los residentes, empresas y visitantes, además de proveer nuevas alternativas de viaje. Para poder proseguir con el proyecto, es necesario estudiar en detalle el Corredor e identificar una ruta específica dentro del área de estudio del proyecto para hacerle análisis posteriores. El área de estudio del proyecto está delineada en el mapa, al reverso de esta ficha técnica.

El Documento Ambiental del Programa y el Plan de Desarrollo del Servicio Están en Marcha

Al completarse el Reporte AA, los siguientes pasos del proceso incluyen la preparación de un documento de la Declaración de Impacto Ambiental del Programa (EIS)/Reporte de Impacto Ambiental del Programa (EIR), que sea consistente con los requerimientos del Acta de Política Ambiental Nacional (NEPA) y el Acta de Calidad ambiental de California (CEQA). Al comenzar el proceso del Programa EIR/EIS, todas las agencias interesadas y el público están invitados a participar en las reuniones de detección de necesidades del proyecto para proveer sus comentarios acerca de los Objetivos y Necesidades y para ayudar a identificar asuntos importantes para que sean considerados en el Programa EIR/EIS. Los cometarios del público contribuyen a la finalización de los Objetivos y Necesidades, el cual guía el desarrollo del rango de alternativas razonables, y a identificar los efectos ambientales potenciales que pueden ser analizados en la preparación del documento del Programa EIR/EIS. De manera simultánea a la preparación del documento ambiental, será preparado un Plan de Desarrollo del Servicio para conceptualizar de qué manera operaría el servicio a lo largo del Corredor y qué mejoras a la infraestructura serían necesarias para dar lugar al nuevo servicio interurbano de tren de pasajeros.

Esta fase de trabajo está siendo financiada a través de una subvención de $2.9 millones por parte de la FRA a Caltrans y RCTC hecha en abril de 2015, y complementada por RCTC con $1.1 millones provenientes de fondos locales.

October 11, 2016

COACHELLA VALLEY–SAN GORGONIO PASS

Corredor del Servicio del Tren

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Documento Ambiental del Programa y Plan de Desarrollo del Servicio

Proceso del Proyecto

El Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass está es las fases iniciales del proceso ambiental y se construirá mediante un proceso por etapas NEPA/CEQA. Este proceso por etapas ("Tiering") es un proceso de evaluación ambiental por fases usado con frecuencia en proyectos complejos de transporte. Cuando se usa, la fase inicial o Etapa I (por ejemplo el Programa EIS/EIR) aborda preguntas generales acerca del proyecto del Corredor (como la ubicación general de las rutas e impactos potenciales de la construcción y la operación del servicio). Con base en las decisiones tomadas en el Programa EIS/EIR, las propuestas futuras de ubicaciones específicas para el servicio de tren (como la ubicación específica de la vía férrea nueva o de las estaciones) serían analizadas con mayor detalle y abordadas en subsecuentes documentos ambientales (por ejemplo en la Etapa II/NEPA y CEQA a Nivel del Proyecto). Actualmente, se anticipa que los trabajos en el SDP y del Programa EIS/EIR sean completados en aproximadamente tres años.

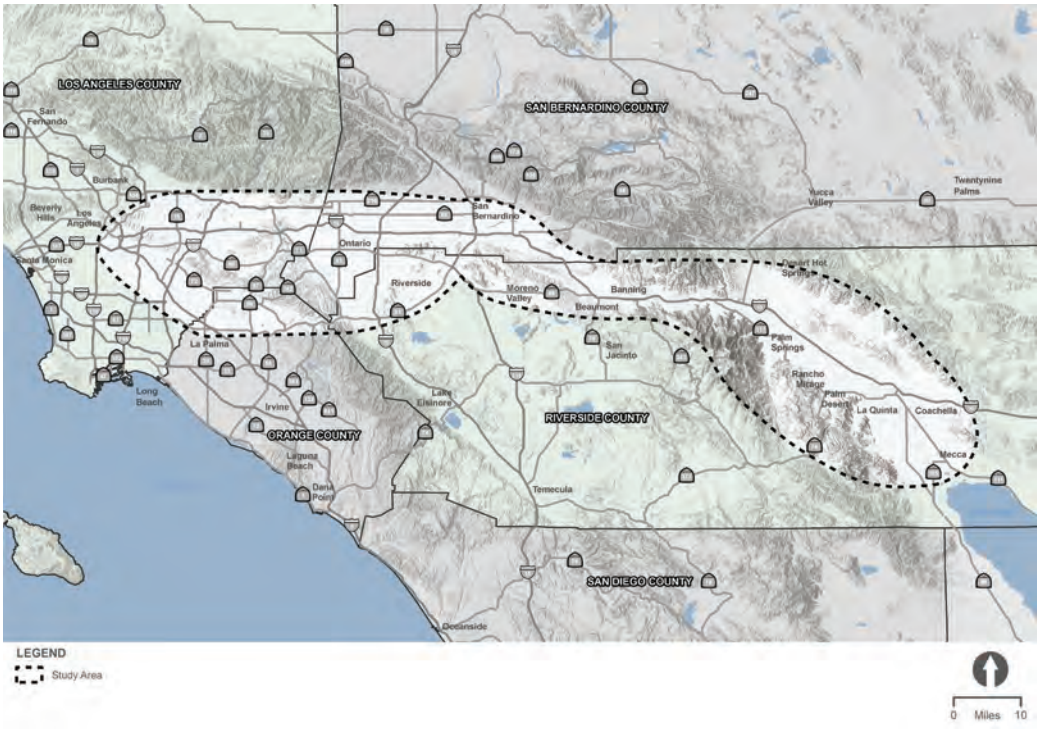
Análisis de Alternativas → **Documento Ambiental del Programa y Plan de Desarrollo del Servicio (fase actual)** → **Ingeniería Preliminar y Documentos ambientales a Nivel del Proyecto** → **Diseño Final y Construcción**

Cómo Estar Involucrado

RCTC ha conformado un Comité de Asesoría Técnica compuesto por grupos interesados a nivel regional y un Comité Ad Hoc de los miembros de la Comisión. Estos grupos se reúnen periódicamente para aportar sus comentarios acerca del desarrollo del proyecto.

Los comentarios del público también son un componente importante del proceso ambiental. En octubre se realizarán reuniones de detección de necesidades y RCTC espera recibir comentarios de la comunidad a través de estas reuniones y de otros esfuerzos adicionales de contacto con la comunidad durante el proceso ambiental.

Mapa del Área del Estudio



Partidarios Iniciales del Proyecto: Riverside County Transportation Commission • Coachella Valley Association of Governments • California High Speed Rail Authority • Cathedral City • City of Calimesa • City of Coachella • City of Corona • City of Eastvale • City of Jurupa Valley • City of Indian Wells • City of Indio • City of La Quinta • City of Palm Desert • City of Palm Springs • City of Rancho Mirage • City of Temecula • Coachella Valley Economic Partnership • County of Riverside • County of Riverside Supervisors • Greater Palm Springs Convention & Visitors Bureau • LOSSAN Rail Corridor Agency • Metrolink • National Association of Rail Passengers • RailPAC • South Coast Air Quality Management District • Southern California Association of Governments • Southwest Rail Passenger Association

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meetings Notification Toolkit

This Toolkit provides text and links to allow you to easily cut and paste information to your social media sites. In conjunction with the infographic attached to the email, the Toolkit will help promote the upcoming public scoping meetings.

1. **Website :**
   Public Invited to Coachella Valley – San Gorgonio Pass Rail Corridor Scoping Meetings

   The Riverside County Transportation Commission, in coordination with the Federal Railroad Administration and Caltrans, is studying options for providing additional intercity passenger rail services between Los Angeles and Indio. The agencies are preparing a Program Environmental Impact State (EIS)/Program Environment Impact Report (EIR) document and a Service Development Plan consistent with federal and state requirements.

   Join the RCTC, FRA and Caltrans for public scoping meetings on October 12, 13, and 17 to learn more about the project and to provide feedback:

   - Wednesday, October 12, 5 - 7 pm with a brief presentation at 5:45 pm, Springbrook Clubhouse at Reid Park, 1011 N. Orange Street, Riverside, CA 92501
   - Thursday, October 13, 5 - 7 pm with a brief presentation at 5:45 pm, Indio Senior Center, 45-100 Aladdin Street, Indio, CA 92201
   - Monday, October 17, 5 - 7 pm with a brief presentation at 5:45 pm, Los Angeles County Metropolitan Transportation Authority (Metro) Headquarters, Plaza Level, 1 Gateway Plaza, Los Angeles, CA 90012

   For more information, click here.

2. **Facebook:**
   Join @therctc, @USDOTFRA, and @Caltrans8 for public scoping meetings for the Coachella Valley – San Gorgonio Pass Rail Corridor Project. Come learn about the project and give your input. Visit www.cvrailproject.info to learn more.

3. **Twitter:**
   @rctc @ will be holding 3 scoping meetings in Riverside, Indio and Los Angeles for the Coachella Valley – San Gorgonio Pass Rail Corridor Project. www.cvrailproject.info

4. **Email Blast:**
   Public Scoping Meetings Scheduled for the Coachella Valley – San Gorgonio Pass Rail Corridor Project

   The Riverside County Transportation Commission, in coordination with the Federal Railroad Administration and Caltrans, is studying options for providing additional intercity passenger rail services between Los Angeles and Indio. The agencies are preparing a Program Environmental

Impact State (EIS)/Program Environment Impact Report (EIR) document and a Service Development Plan consistent with federal and state requirements.

Join the RCTC, FRA and Caltrans for public scoping meetings on October 12, 13, and 17 to learn more about the project and to provide comments:

Public Scoping Meeting Schedule – Attend the Meeting that is Most Convenient for You		
Wednesday, October 12, 2016 Springbrook Clubhouse at Reid Park 1011 N. Orange Street Riverside, CA 92501	Thursday, October 13, 2016 Indio Senior Center 45-100 Aladdin Street Indio, CA 92201	Monday, October 17, 2016 La Metro Headquarters One Gateway Plaza, Plaza Level Los Angeles, CA 90012
Meetings are scheduled from 5 - 7 pm with brief presentations at 5:45 pm.		

For more information about the project and meetings, please visit www.cvrailproject.info.

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Springbrook Clubhouse
1011 N. Orange St., Riverside, CA 92501
Wednesday, October 12, 2016, 5 – 7 pm

NAME/*NOMBRE*	ORGANIZATION/ *ORGANIZACIÓN*	ADDRESS/*DOMICILIO*	E-MAIL/*CORREO ELECTRÓNICO* TELEPHONE /*TELÉFONO*
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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Springbrook Clubhouse
1011 N. Orange St., Riverside, CA 92501
Wednesday, October 12, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting – Indio Senior Center
45-700 Aladdin St., Indio, CA 92201
Thursday, October 13, 2016, 5 – 7 pm

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

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Coachella Valley – San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting - Los Angeles County Metropolitan Transportation Athority
One Gateway Plaza, Los Angeles, CA 90012
Monday, October 17, 2016, 5 – 7 pm

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Thursday, October 13, 2016 • Indio Senior Center, Indio

Name/*Nombre*: _____ **Date/*Fecha*:** _____

Address/*Domicilio*: _____

Phone/*Teléfono*: _____ **Affiliation/*Afiliación*:** _____

Email/*Correo Electrónico*: _____

Comments/Comentarios: _____

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Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

*Los comentarios informativos del proyecto pueden ser sometidos durante la reunión pública, enviados por correo, o por correo electrónico a CoachellaValleyRail@ArellanoAssociates.com. El plazo para hacer comentarios informativos se cierra el **10 de noviembre de 2016**.*

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ROBERT YATES
RIVERSIDE COUNTY TRANSPORTATION COMMISSION
P.O. BOX 12008
RIVERSIDE, CA 92502

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Monday, October 17, 2016 • Los Angeles County Metropolitan Authority, Los Angeles

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Wednesday, October 12, 2016 • Springbrook Clubhouse, Riverside

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

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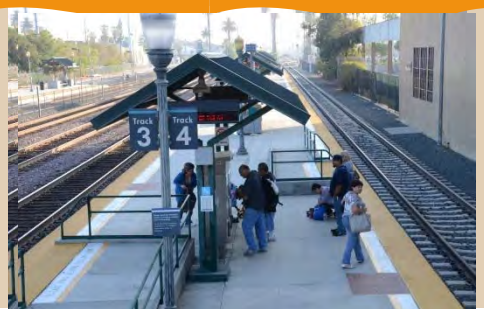
Appendix D

Public Scoping Presentation

COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan

Scoping Meeting and Open House

October 12, 2016




Welcome

Overview Agenda

- 5:00 pm – 5:45 pm: Welcome and Sign In
- 5:45 pm – 6:00 pm: Presentation
- 6:00 pm – 7:00 pm: Open House

Presentation Agenda

- Project Overview
- Project Purpose and Need
- Project History
- Project Process
- Agency Coordination
- Project Timeline
- Project Comments

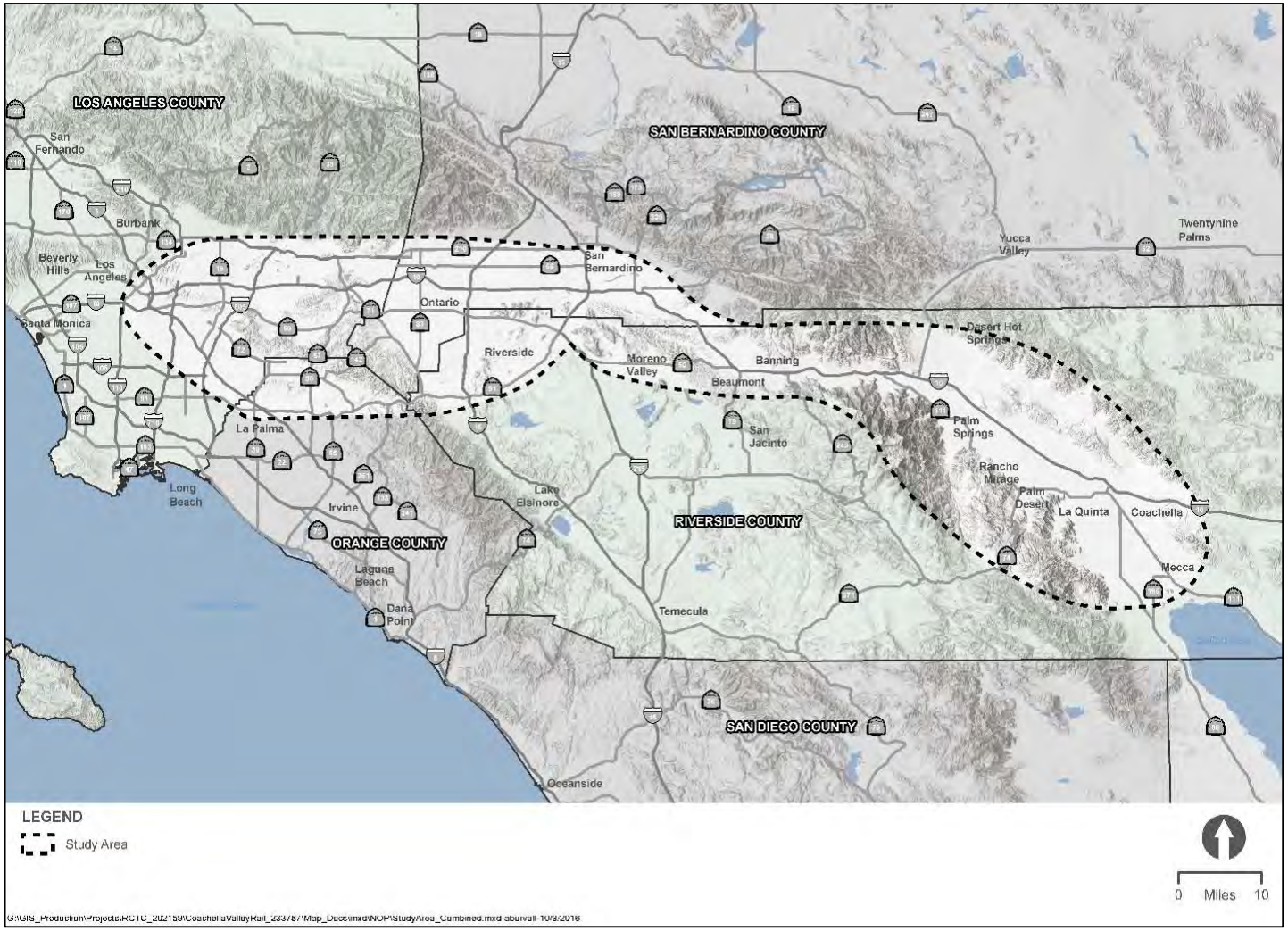
Project Overview

What is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project ?

- The Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission are studying options for providing intercity passenger rail service between the cities of Los Angeles and Indio (the Corridor)
- The Corridor service would extend from an eastern terminus in Indio to the western terminus at Los Angeles Union Station

Project Overview – Study Area

Where is the Project Study Area?



Project Purpose

What is the purpose of providing intercity rail service in the Coachella Valley – San Gorgonio Pass Rail Corridor Project?

The overall purpose of the project is to provide a safe, reliable, and convenient intercity passenger rail service that would meet the future mobility needs of residents, businesses, and visitors within the Corridor.

Project Purpose – Service Objectives

What objectives would the Coachella Valley – San Gorgonio Pass Rail Corridor Service achieve?

- More convenient, faster, and more frequent service than existing transit services
- An alternative to driving that offers reliable schedules
- An affordable transportation service
- Serve multiple trip purposes
- Improve regional travel opportunities for transit-dependent people
- Serve expected growth in the Corridor
- Not preclude a possible future extension to Phoenix

Project Need

Why do we need Coachella Valley – San Gorgonio Pass Rail Corridor Service Project?

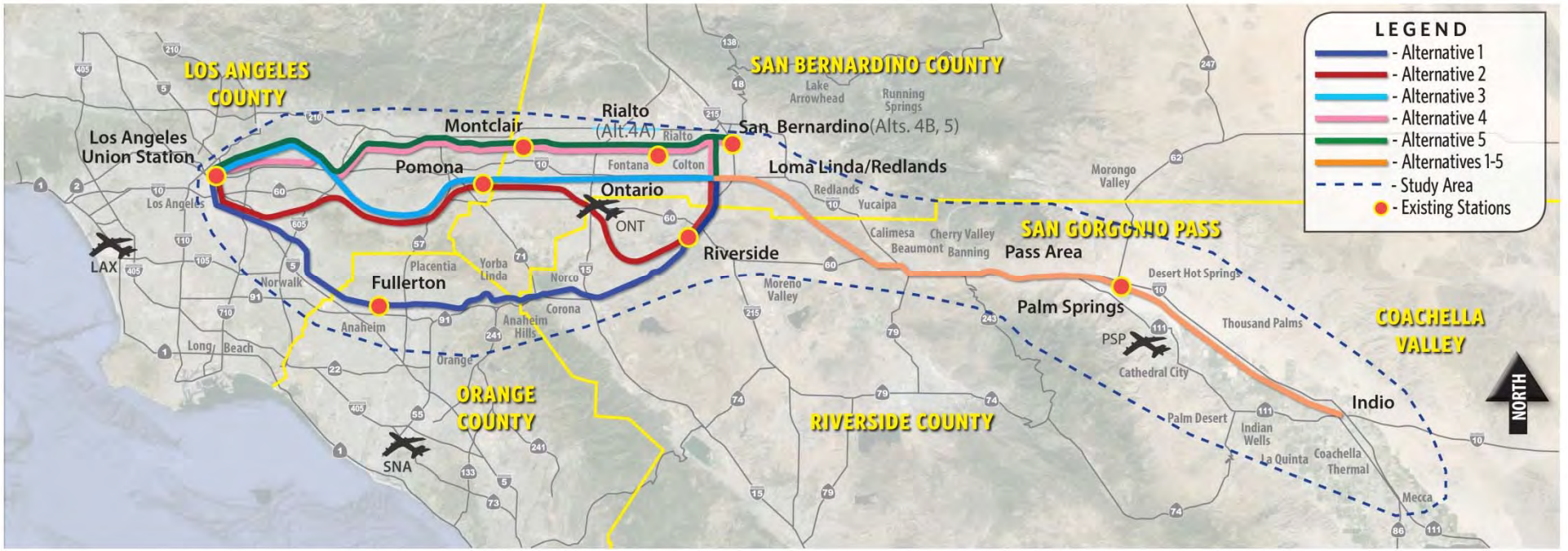
- Constrained travel options
- Significant highway congestion
- Constrained rail system capacity
- Increase travel capacity without impacting air quality and natural resources

Project History

- 1991: RCTC completed the first in a series of studies evaluating the operation of one or two daily intercity rail round trips between Los Angeles and Indio
- 1991 to 2013: RCTC completed additional feasibility studies on the Coachella Valley – San Gorgonio Pass Rail Corridor Service
- July 2016: RCTC, FRA, and Caltrans completed the Coachella Valley – San Gorgonio Pass Rail Corridor Service Study Alternatives Analysis Report that evaluated a reasonable range of alternatives for new intercity rail service

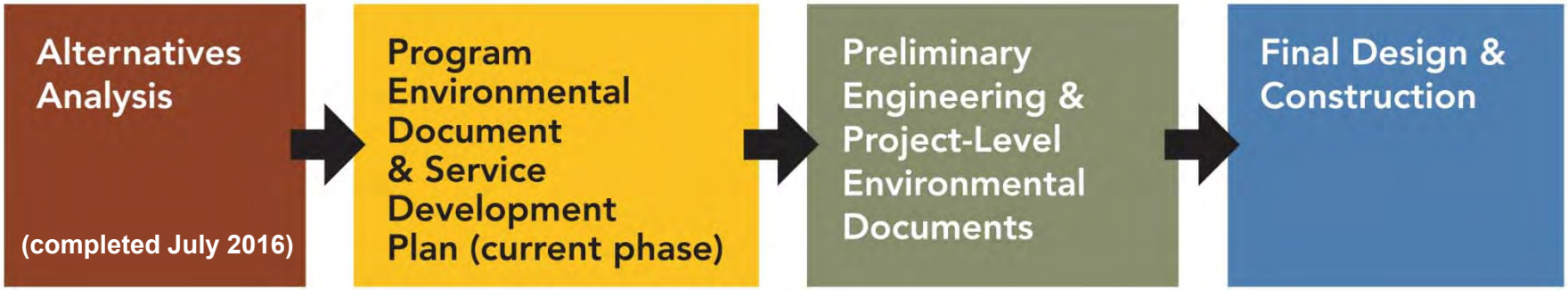
Project History

The 2016 Alternatives Analysis Report studied multiple rail route alignments



Project Process

Where we are in the process



- With completion of the Alternative Analysis Report, the next steps of the process include the preparation of a Service Development Plan and a joint Program Environmental Impact Statement/ Environmental Impact Report (EIS/EIR)

Project Process

What will be prepared?

- Service Development Plan (SDP)
  - Analysis of service levels, infrastructure needs, route modeling, station catchment areas, and connectivity
    - ✓Railroad design and construction
    - ✓Trainset equipment
    - ✓Ridership and revenue forecast
    - ✓Financial plan and economic impact
    - ✓Implementation and phasing
  - SDP elements analyzed in the Program EIS/EIR

Project Process

What will be prepared?

- Joint Program EIS/EIR
  - Program EIS/EIR will utilize a tiered National Environmental Policy Act (NEPA)/California Environmental Quality Act (CEQA) process
  - Addresses likely environmental effects associated with the type of rail service being proposed in the corridor
  - Provides a basis for subsequent phases or tiered (e.g. Project-level NEPA/CEQA) environmental documents

Project Process

What will be studied?

The joint Program EIS/EIR will evaluate topics including:

- Agricultural resources
- Air quality and global climate change
- Biological and wetland resources
- Cultural and historic resources
- Economic and fiscal impacts
- Energy
- Environmental justice
- Floodplains
- Hydrology/water quality
- Geology, soils and seismicity
- Hazardous materials
- Land use, planning, and communities
- Noise and vibration
- Parklands, community services and other public facilities
- Safety and security
- Section 4(f) and 6 (f) resources
- Transportation
- Visual quality/aesthetics

Agency Coordination

Which agencies are involved?

- Federal Railroad Administration (FRA)
- California Department of Transportation (Caltrans)
- Riverside County Transportation Commission (RCTC)
- Potential Project Partners may include but are not limited to:
  - Coachella Valley Association of Governments (CVAG)
  - Amtrak
  - Southern California Regional Rail Authority (Metrolink)
  - Union Pacific Railroad
  - BNSF Railway

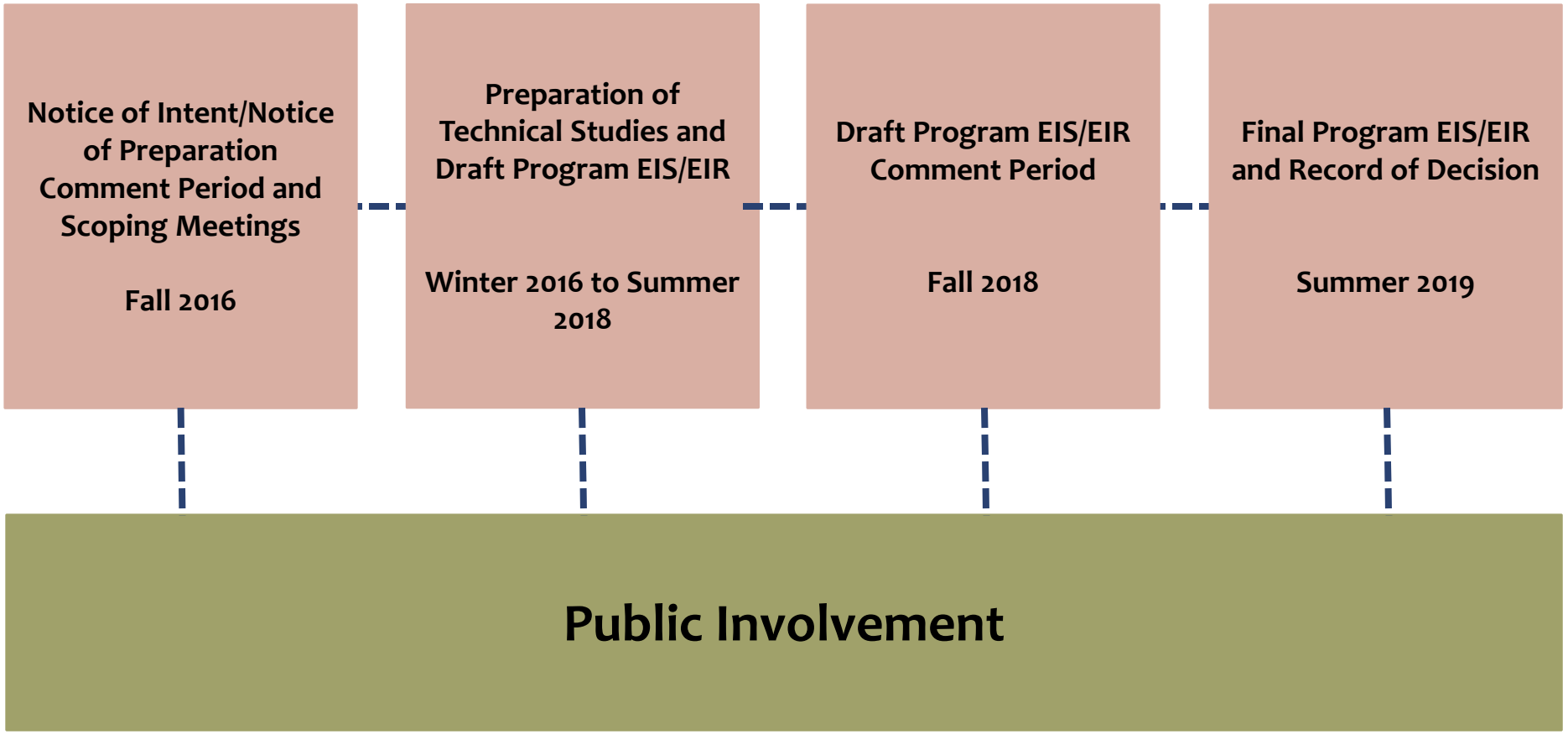
Caltrans

RCTC

U.S. Department of Transportation
Federal Railroad Administration

Program EIS/EIR Timeline

What is next?



Public Scoping

What is the purpose of scoping?

- Obtain public and agency comments to help:
  - Refine the Purpose and Need for the Project
  - Provide input on alignments or alternatives that should be considered in the Program EIS/EIR
  - Identify potential environmental effects of the Project to be addressed in the Program EIS/EIR

How To Submit Comments

CEQA Notice of Preparation (NOP)

Public Comment Period: October 6, 2016 to November 10, 2016

Please submit NOP public comments via the following methods:

Email: **Mr. Robert Yates**
Multimodal Services Director
Riverside County Transportation Commission
CoachellaValleyRail@ArellanoAssociates.com

Mail: **Riverside County Transportation Commission (RCTC)**
P.O. Box 12008
Riverside, California, 92501

Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments" in the subject line

How To Submit Comments

NEPA Notice of Intent (NOI)

Public Comment Period: October 7, 2016 to November 10, 2016

Please submit NOI public comments via the following methods:

Email: **Stephanie Perez**
Environmental Protection Specialist
Office of Program Delivery, Federal Railroad Administration
stephanie.perez@dot.gov

Mail: **Federal Railroad Administration**
Office of Program Delivery
1200 New Jersey Avenue, S.E. (Mail Stop 20)
Washington, DC 20590

Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOI Scoping Comments" in the subject line

Stay Involved

Coachella Valley – San Gorgonio Pass Rail Corridor Study Contact Information:

- **Email: CoachellaValleyRail@ArellanoAssociates.com**
- **RCTC Website: www.CVRailProject.Info**
- **Facebook: facebook.com/CVRailProject**
- **FRA Website: fra.dot.gov**

Appendix E

Public Scoping Display Boards

Welcome / Bienvenidos

Coachella Valley – San Gorgonio Pass Rail Corridor Service Project
Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass

Public Scoping Meeting / Reunión Pública Informativa
October / Octubre 2016

Intérpretes de español disponibles

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Proposed Project Purpose and Need

The overall purpose of the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project is to provide a safe, reliable, convenient intercity passenger rail service that would meet future mobility needs of residents, businesses, and visitors within the Corridor.

Service Objectives:

- More convenient, faster, more frequent service than existing transit services
- An alternative to driving that offers reliable schedules
- An affordable transportation service
- Serve multiple trip purposes
- Improve regional travel opportunities for transit-dependent people
- Serve expected growth in the Corridor
- Not preclude a possible future extension to Phoenix

Why We Are Here

Obtain public and agency comments to help:

- Refine the Purpose and Need for the Project
- Provide input on alignments or alternatives that should be considered in the Program Environmental Impact Statement/Environmental Impact Report (Program EIS/EIR)
- Identify potential environmental effects of the Project to be addressed in the Program EIS/EIR

COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Proposed Project Purpose and Need

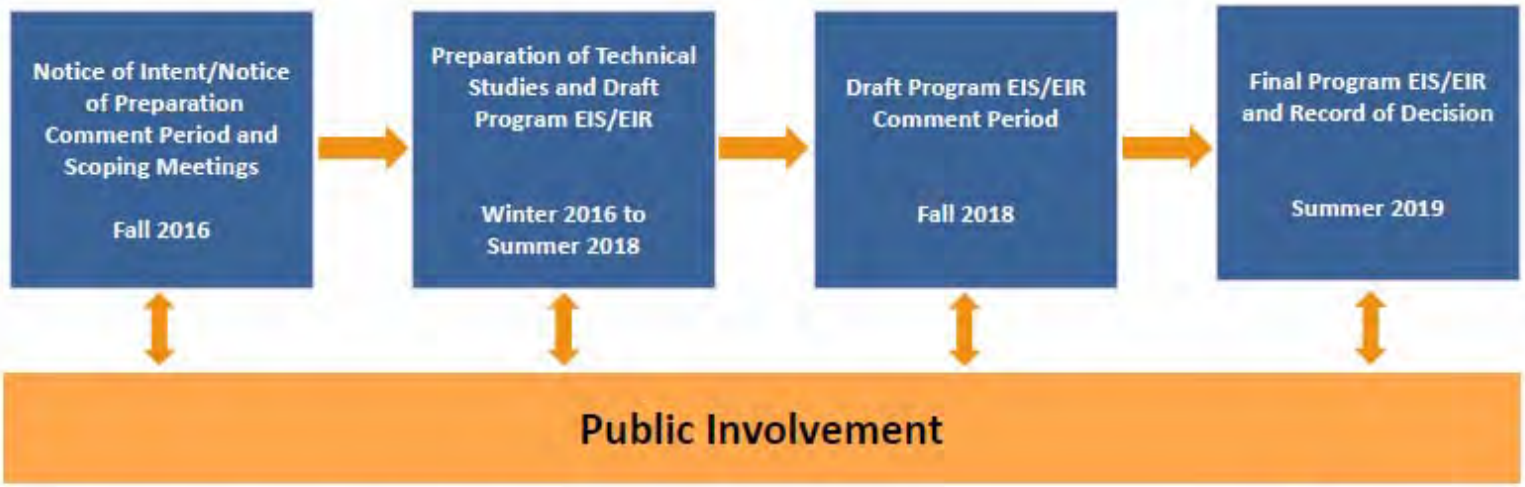
Need for Project

- Constrained travel options
- Significant highway congestion
- Constrained rail system capacity
- Increase travel capacity without impacting air quality and natural resources

COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Program EIS/EIR Environmental Process

Program EIS/EIR Timeline



All dates are estimated and subject to change

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Technical Studies

Agricultural Resources	Geology, Soils and Seismicity
Air Quality and Global Climate Change	Hazardous Materials
Biological and Wetland Resources	Land Use, Planning and Communities
Cultural and Historic Resources	Noise and Vibration
Economic and Fiscal Impacts	Parklands, Community Services, Public Facilities
Energy	Safety and Security
Environmental Justice	Section 4(f) and 6(f) Resources
Floodplains	Transportation
Hydrology and Water Quality	Visual Quality/Aesthetics

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Alternatives Previously Studied (AA Report July 2016)

Los Angeles to Indio Rail Alternatives

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

How to Submit Comments

Please submit comments to either RCTC or FRA by Thursday, November 10, 2016

- Turn in a comment card tonight or send by U.S. Mail
- Submit **NOP** comments via email or U.S. Mail:
  Email: **CoachellaValleyRail@ArellanoAssociates.com**
  Mail: Riverside County Transportation Commission
  P.O. Box 12008
  Riverside, CA 92501
- Submit **NOI** comments via email or U.S. Mail:
  Email: **stephanie.perez@dot.gov**
  Mail: Federal Railroad Administration
  Office of Program Delivery
  1200 New Jersey Avenue, S.E. (Mail Stop 20)
  Washington, DC 20590

Email comments should include, "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – Scoping Comments" in the subject line.

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Stay Connected

Coachella Valley-San Gorgonio Pass Rail Corridor Study
Contact Information:

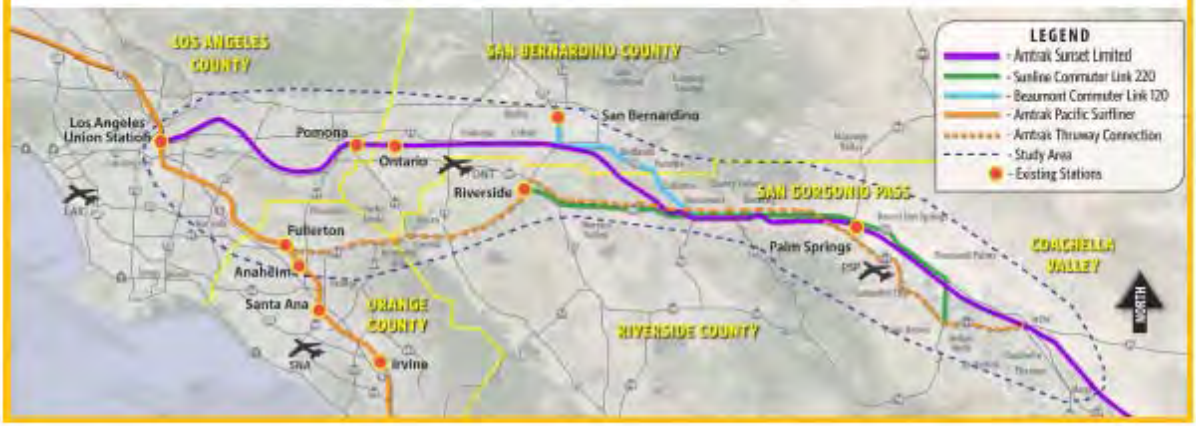
- Email: **CoachellaValleyRail@ArellanoAssociates.com**
- RCTC Website: **CVRailProject.info**
- Facebook: **facebook.com/CVRailProject**
- FRA Website: **fra.dot.gov**

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Existing Transit Services

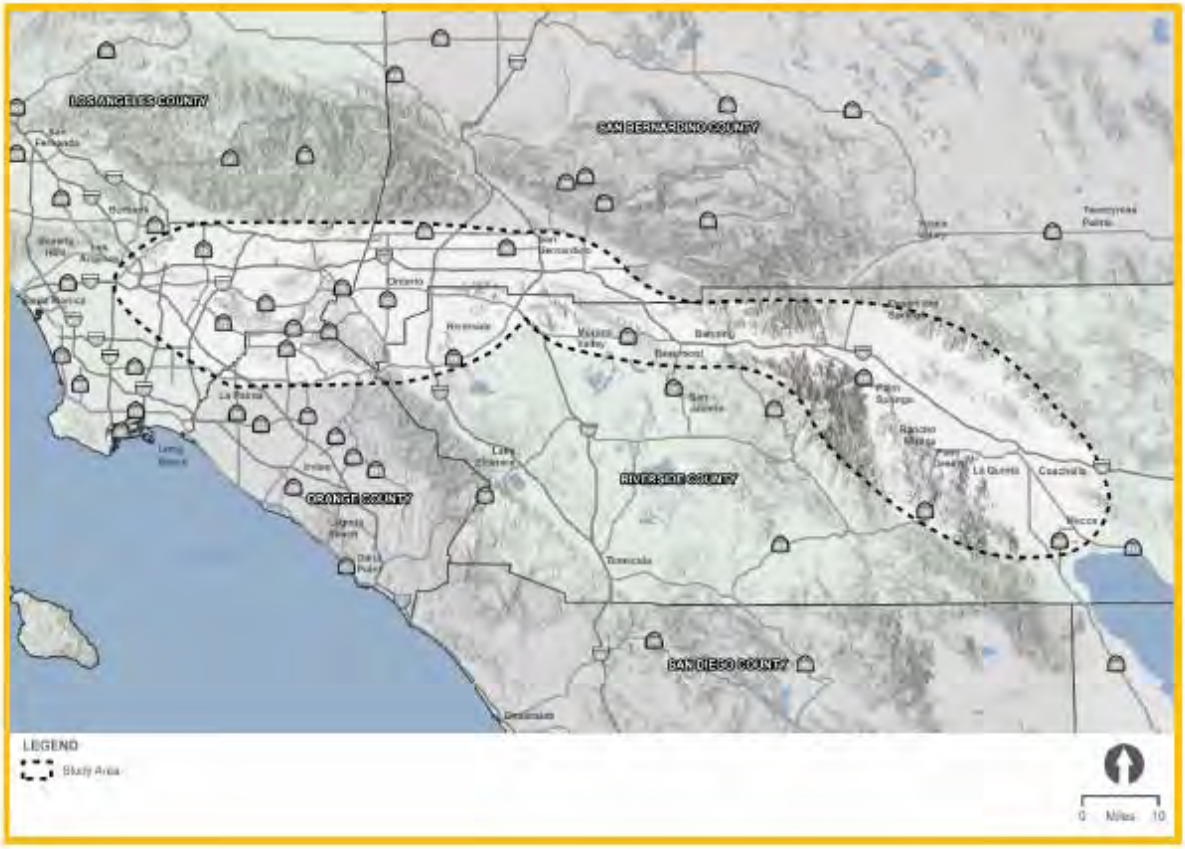
Intercity Bus Connections

Rail and Transit Connections



COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Study Area



COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan

Appendix F

Public Scoping Meeting Photographs

Riverside Scoping Meeting

October 12, 2016

Photographs


Existing Transit Services
Proposed Project Purpose and Need
How to Submit Comments
COMMENT CARDS


Welcome
Overview Agenda
* 5:00 pm – 5:45 pm: Welcome and Sign In
* 5:45 pm – 6:00 pm: Presentation
* 6:00 pm – 7:00 pm: Open House


Project Overview – Study Area
Where is the Project Study Area?


Project History


Project History


Program EIS/EIR Timeline


Existing Transit Services
Proposed Project Purpose and Need
Need for Project
How to Submit Comme


EXIT
Study Area
Stay Connected
COMMENT CARDS


Stay Connected


Proposed Project Purpose and Need
Need for Project
Existing Transit Services
How to Submit Comments

Indio Scoping Meeting

October 13, 2016

Photographs


Studied (AA Report July 2016)


Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections


Existing Transit Services
Intercity Bus Connections


gram EIS/EIR Environmental Process
Program EIS/EIR Timeline


ENTER IF YOU DARE
ZOMBIE
FEAST
ENTER IF YOU DARE
Project Purpose and Need
How to Submit Comments


Study Area


TRICK or TREAT
CAUTION: ENTER IF YOU DARE
CAUTION
40 YEARS
1976-2016
RCTC
Riverside County Transportation Commission
rctc.org


Existing Transit Services
Alternatives Previously Studied (AA Report July 2016)


Study Area
Program EIS/EIR Environmental Process
Program EIS/EIR Timeline
Public Involvement


Welcome
Overview Agenda
Welcome and Sign In
Presentation
Open House
TRICK or TREAT
CAUTION: ENTER IF YOU DARE
RCTC
rctc.org


Study Area
Program EIS/EIR Timeline


Project Purpose
What is the purpose of providing intercity rail service in the Coachella Valley – San Gorgonio Pass Rail Corridor Project?
The overall purpose of the project is to provide a safe, reliable, and convenient intercity passenger rail service that would meet the future mobility needs of residents, businesses, and visitors within the Corridor.
TRICK or TREAT
RCTC
rctc.org


Project Process
What will be prepared?
Service Development Plan (SDP)
CAUTION: ENTER IF YOU DARE


Study Area
Program EIS/EIR Environmental
Program EIS/EIR Timeline
Public Involvement
All dates are estimated and subject to change


Study Area
Program EIS/EIR E
Program EIS/EIR Timelin
Public In
All dates are estimated and subject to change


EXIT
Existing Transit
Studied (AA Report July 2016)


Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections
Alternatives Previously Studied (AA Report July 2016)


Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections


Existing Transit Services
Intercity Bus Connections

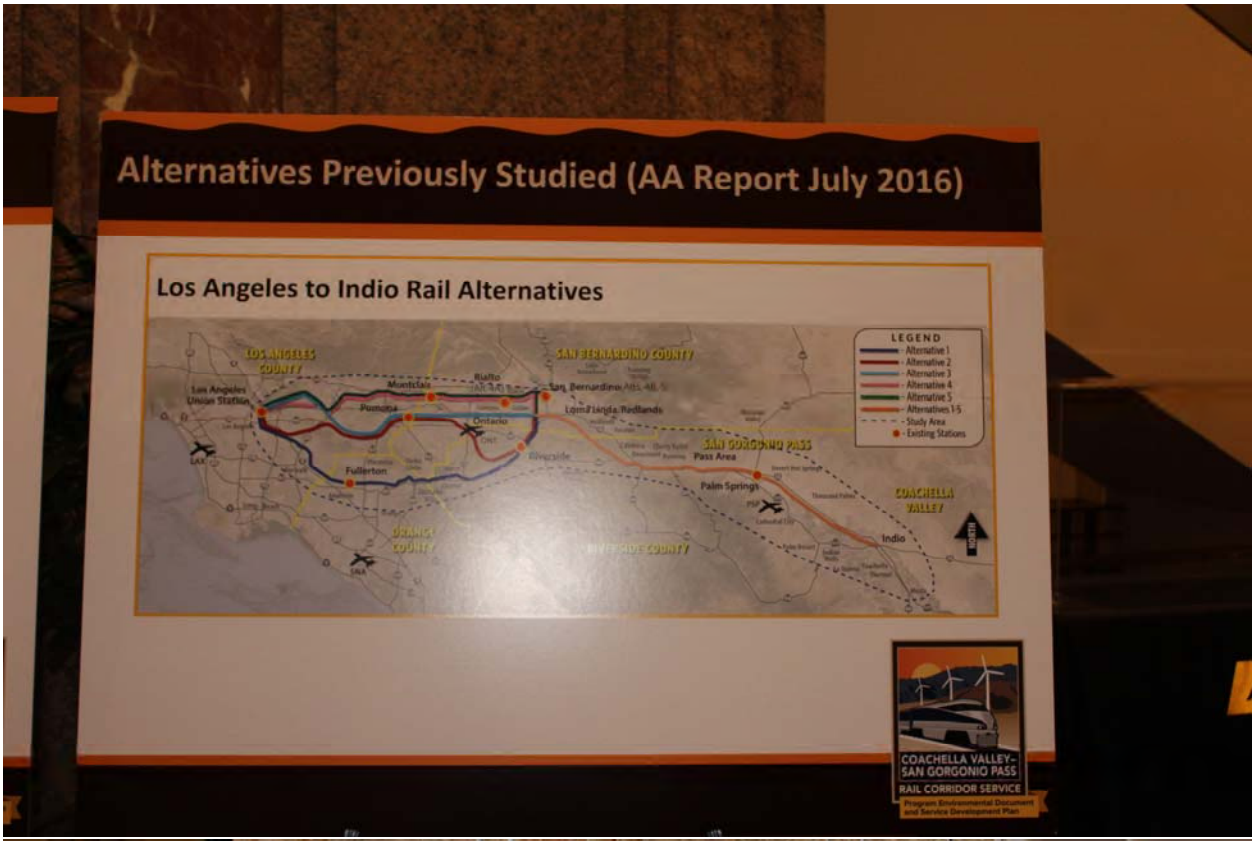

Study Area

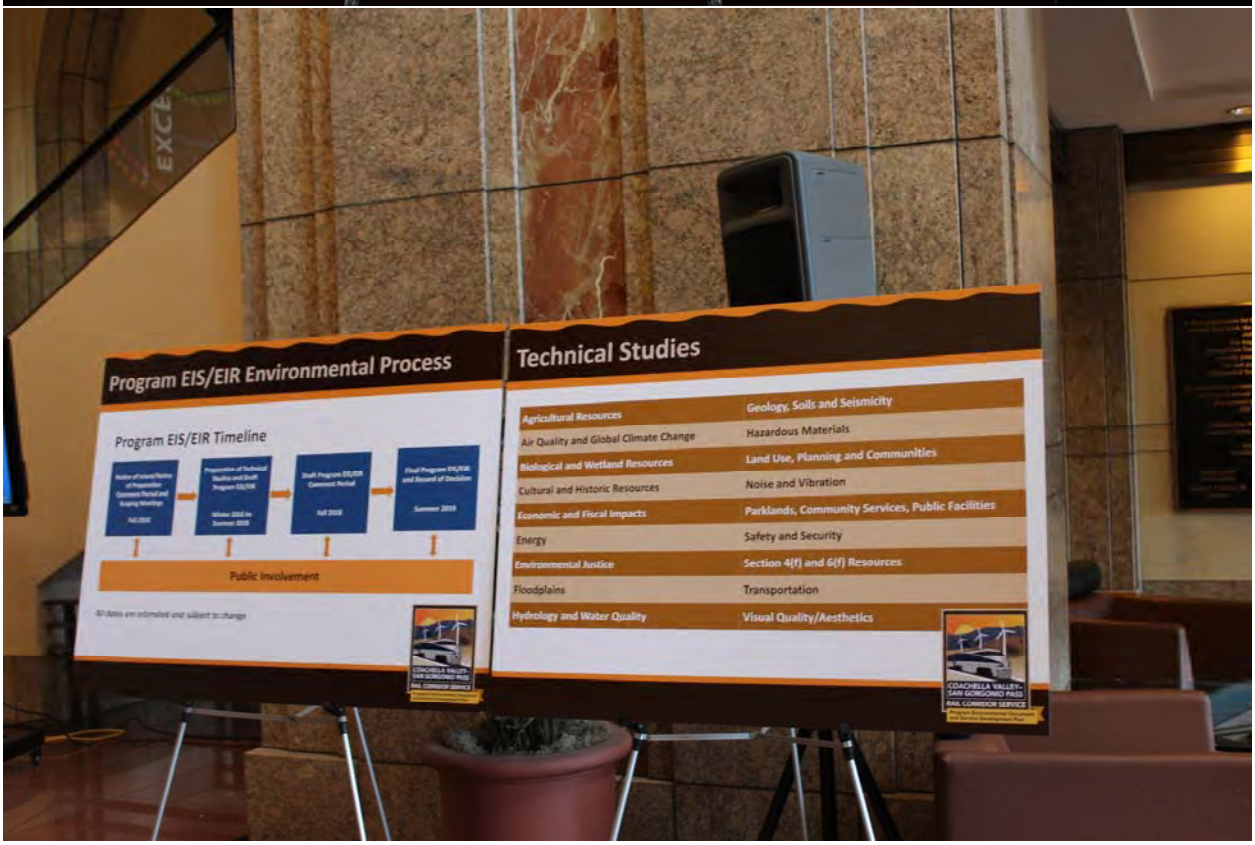

How to Submit Comments
Stay Connected

Los Angeles Scoping Meeting

October 17, 2016

Photographs


Alternatives Previously Studied (AA Report July 2016)
Los Angeles to Indio Rail Alternatives
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
Los Angeles Union Station
Montclair
Rialto
San Bernardino
Pomona
Ontario
Loma Linda
Redlands
Fullerton
SAN GORGONIO PASS
Pass Area
Palm Springs
COACHELLA VALLEY
Indio
ORANGE COUNTY
RIVERSIDE COUNTY
LAX
SNA
PSP
LEGEND
Alternative 1
Alternative 2
Alternative 3
Alternative 4
Alternative 5
Alternatives 1-5
Study Area
Existing Stations
COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan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Air Quality and Global Climate Change
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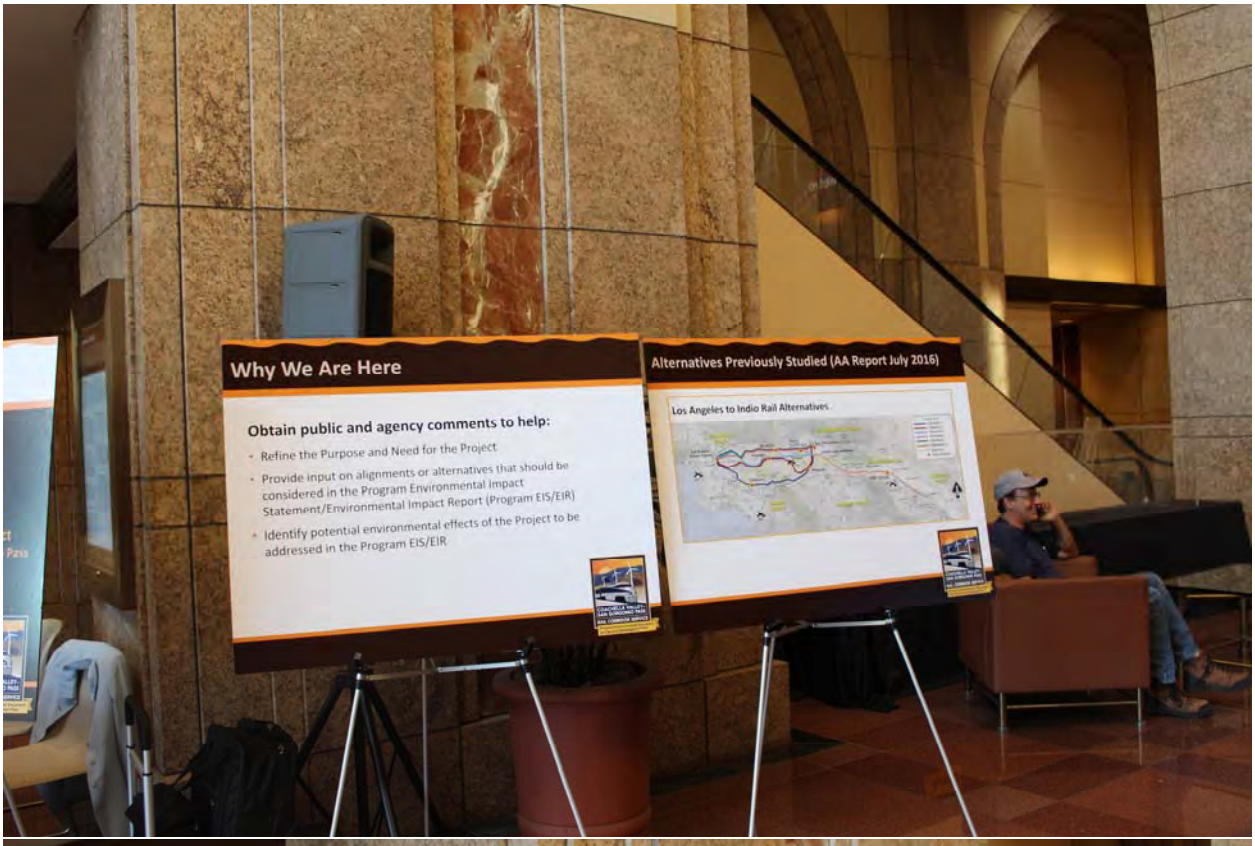
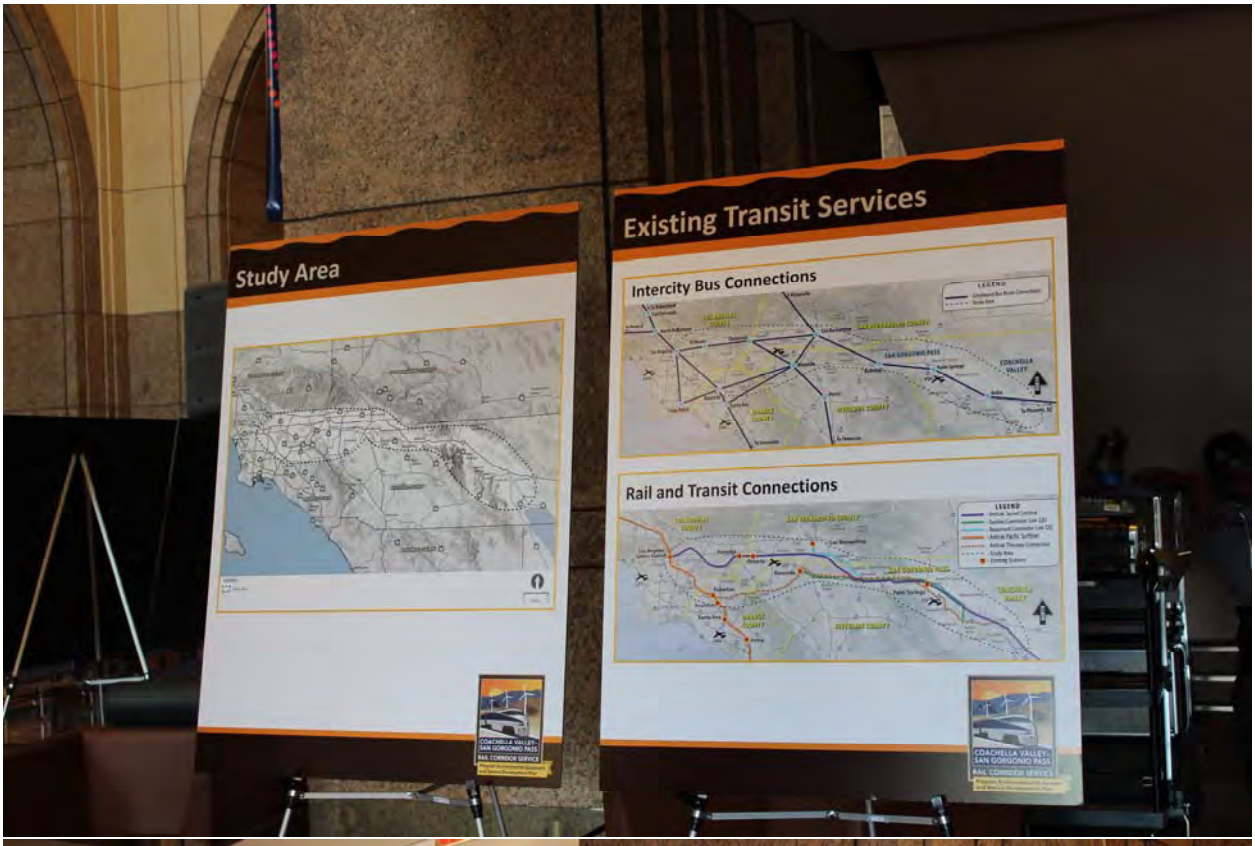
Section 4(f) and 6(f) Resources
Transportation
Visual Quality/Aesthetics
COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE


Why We Are Here
Obtain public and agency comments to help:
• Refine the Purpose and Need for the Project
• Provide input on alignments or alternatives that should be considered in the Program Environmental Impact Statement/Environmental Impact Report (Program EIS/EIR)
• Identify potential environmental effects of the Project to be addressed in the Program EIS/EIR
Alternatives Previously Studied (AA Report July 2016)
Los Angeles to Indio Rail Alternatives


Caltrans
RCTC
Welcome / Bienvenidos
Coachella Valley – San Gorgonio Pass Rail Corridor Service Project
Proyecto del Corredor del Servicio de Tren Coachella Valley – San Gorgonio Pass
Public Scoping Meeting / Reunión Pública Informativa
October / Octubre 2016
Intérpretes de español disponibles
Why We Are Here
Obtain public and agency comments to help:


Proposed Project Purpose and Need
Proposed Project Purpose and Need
Need for Project


How to Submit Comments
Stay Connected
Coachella Valley-San Gorgonio Pass Rail Corridor Study
Contact Information:


Study Area
Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections
COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE


How to Submit Comments
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Mail: Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92501
Submit NOI comments via email or U.S. Mail:
Email: stephanie.perez@dot.gov
Mail: Federal Railroad Administration
Office of Program Delivery
1200 New Jersey Avenue, S.E. (Mail Stop 20)
Washington, DC 20590
Email comments should include, "Coachella Valley – San Gorgonio Pass Rail Corridor Service
Scoping Comments" in the subject line.
COMMENT CARDS
RCTC


Study Area
Existing Transit Services


Study Area
Existing Transit Services


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Welcome


Caltrans
40 YEARS
RCTC
Welcome /
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Proyecto del Corredor del Servicio de Tre
Public Scoping Meeting / Reu
October / Oct
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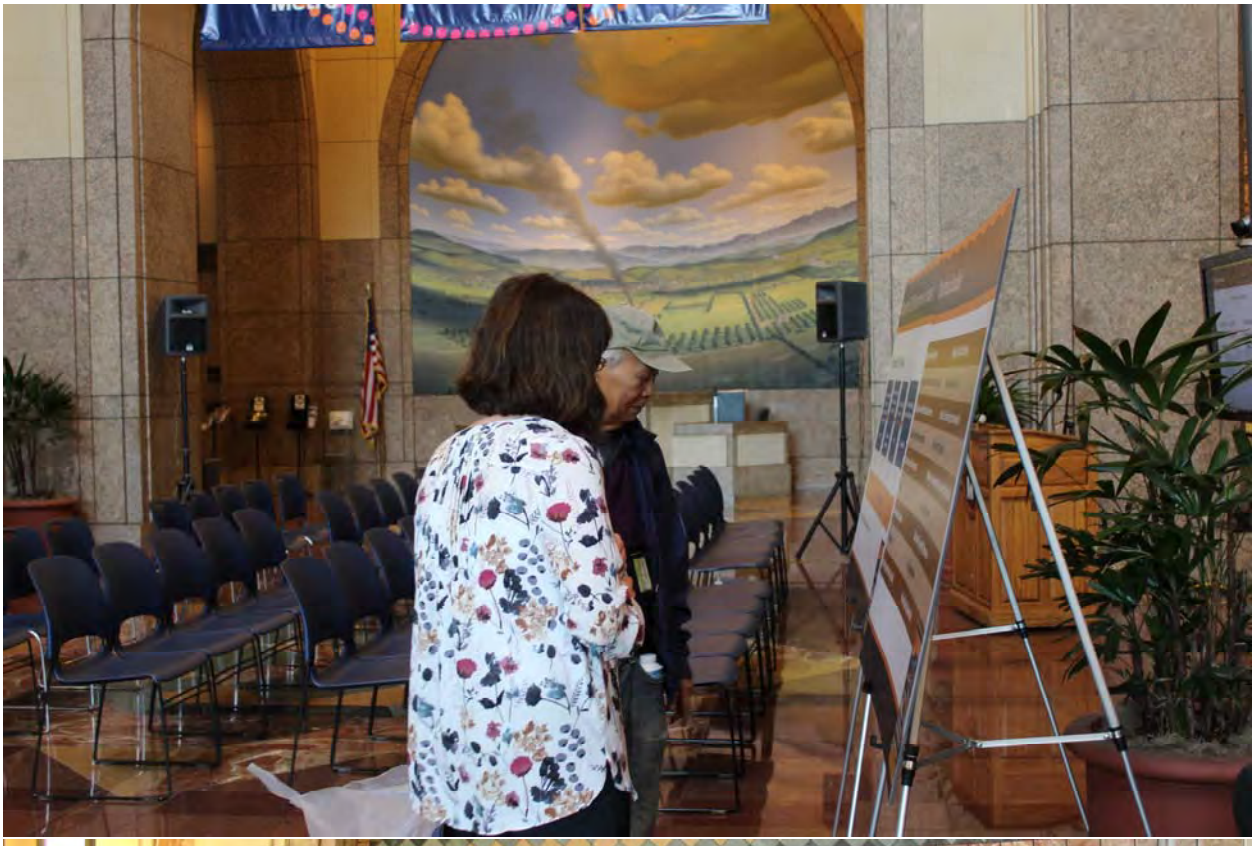
RCTC


Technical Studies
Program EIS/EIR Timeline


Proposed Project Purpose and Need




Proposed Project Purpose and Need


Caltrans
40 YEARS 1976-2016
RCTC
Welcome / Bienvenidos
Coachella Valley – San Gorgonio Pass Rail Corridor Service Project
Proyecto del Corredor del Servicio
Valley – San Gorgonio Pass
Public Scoping Meeting
Pública Informativa
October
2016
Intérpretes de español disponibles
COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan


Alternatives Previously Studied
Los Angeles to Indio Rail Alt
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COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE


Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections
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WET FLOOR
PISO MOJADO


Welcome

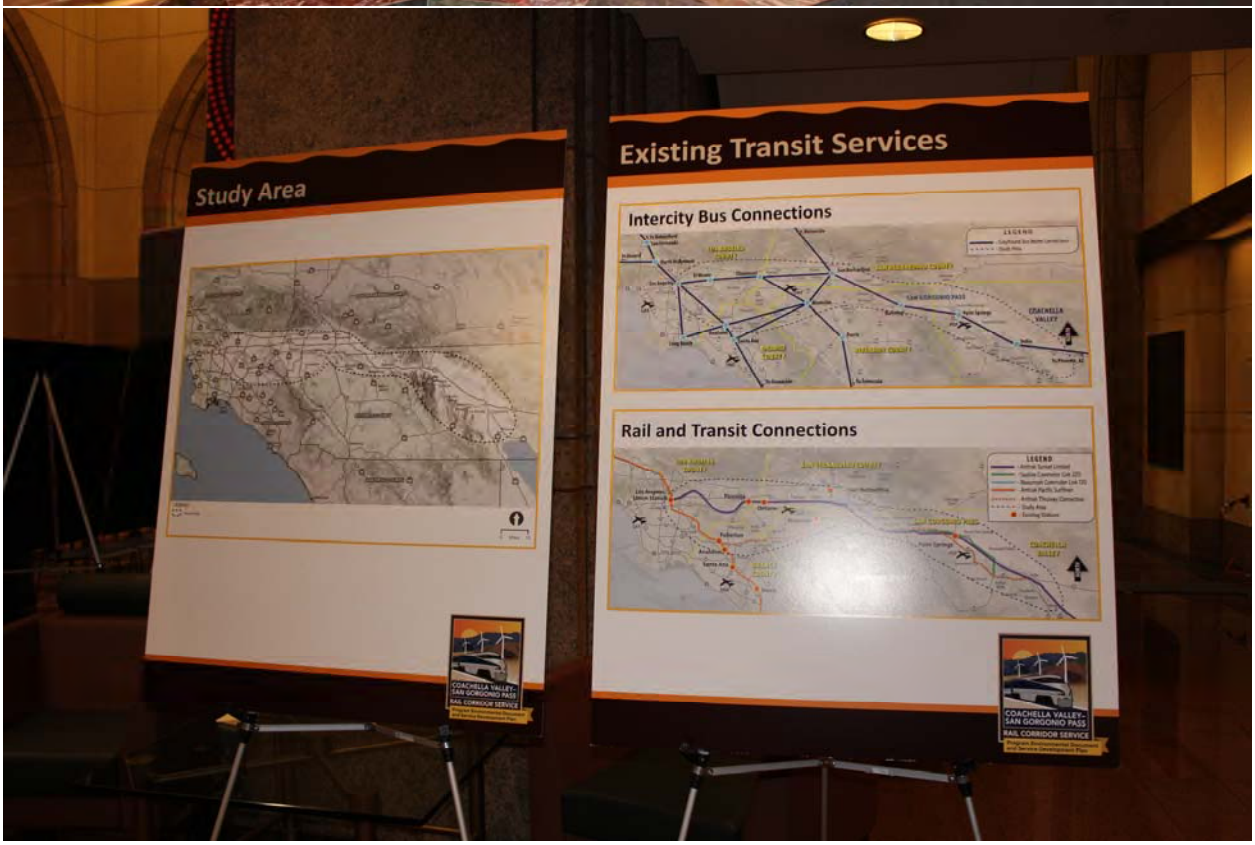

Metro
SERVICE

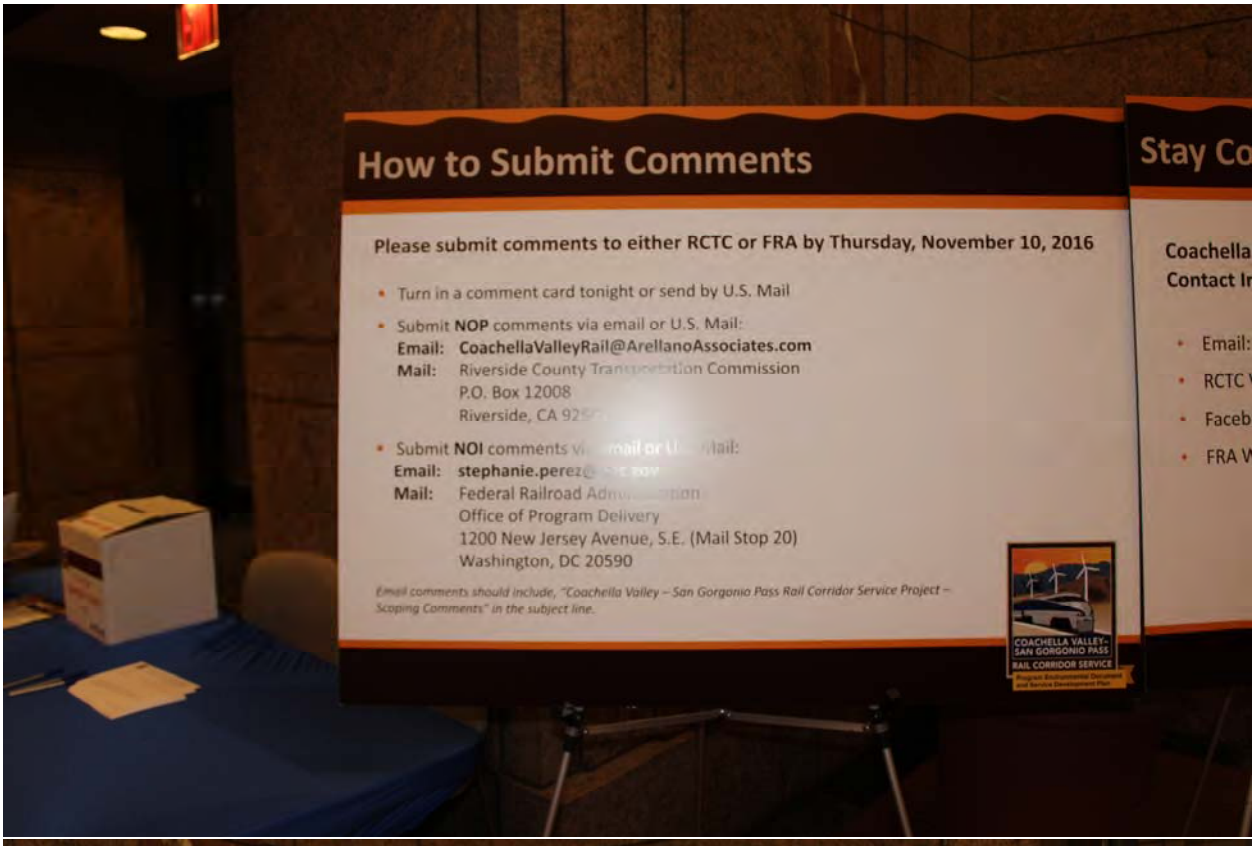

Project Purpose
Metro Employees


Program EIS/EIR Environmen
Program EIS/EIR Timeline
Public Involvement


Metro


How to Submit Comments
Stay Connected


Study Area
Existing Transit Services
Intercity Bus Connections
Rail and Transit Connections
COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE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Mail: Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92
Submit NOI comments via
Email: stephanie.perez@
Mail: Federal Railroad Administration
Office of Program Delivery
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Washington, DC 20590
Email comments should include, "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – Scoping Comments" in the subject line.
COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Stay Co
Coachella
Contact I
Email:
RCTC
Faceb
FRA


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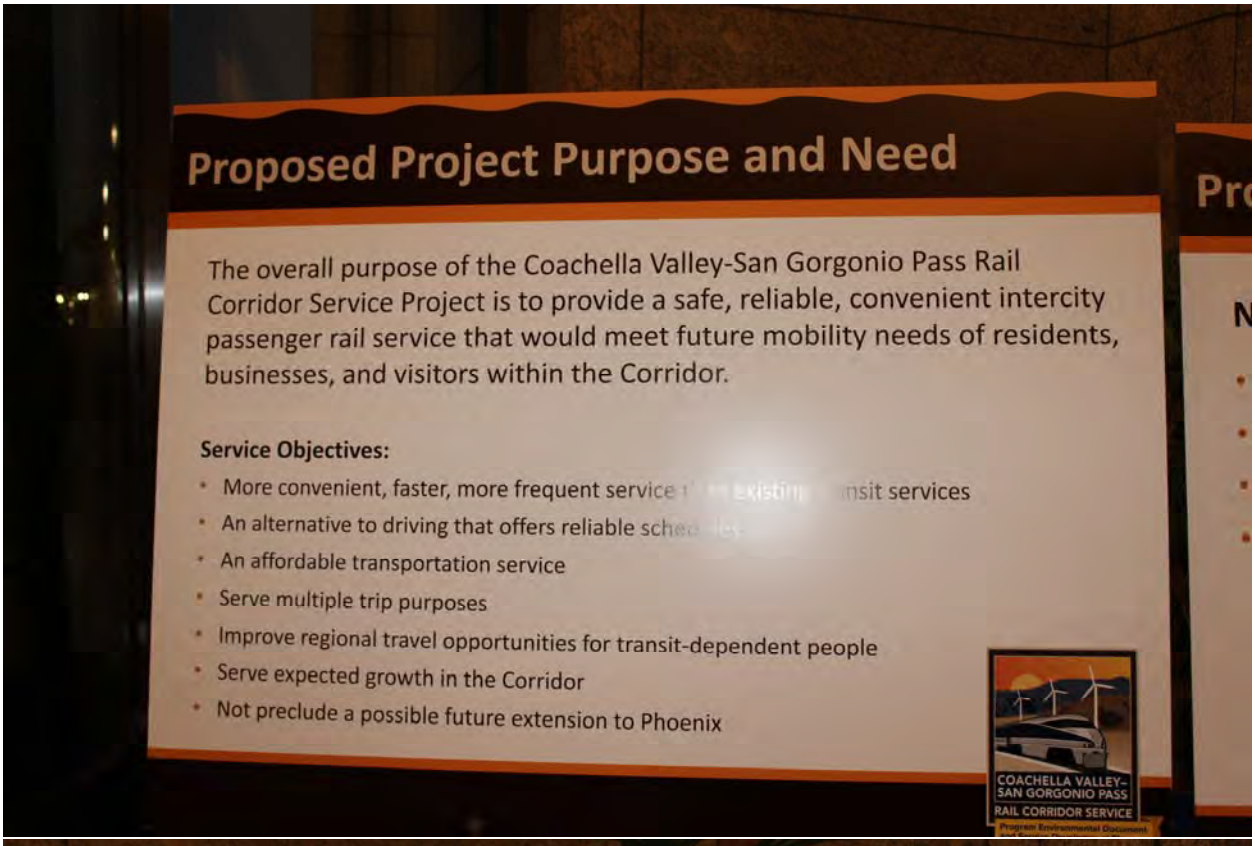
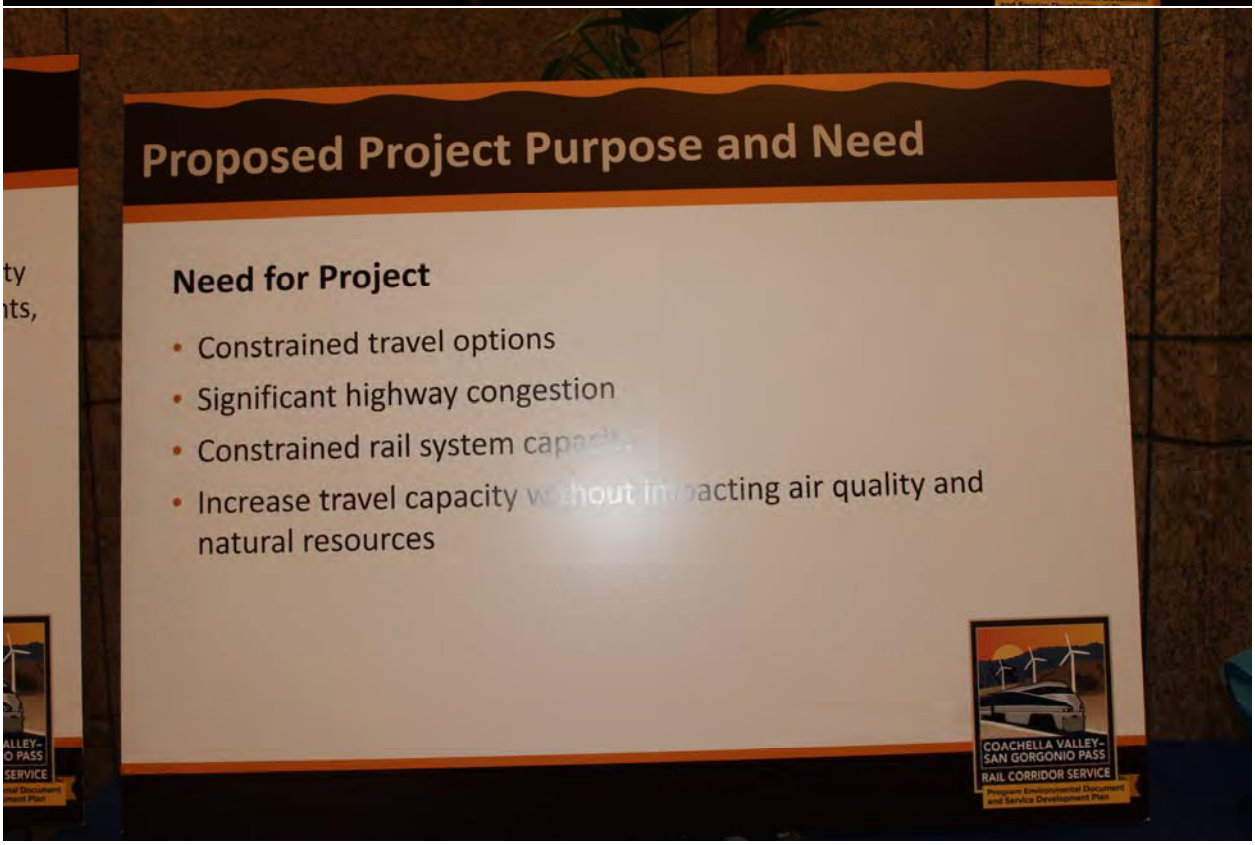
Stay Connected
Coachella Valley-San Gorgonio Pass Rail Corridor Study
Contact Information:
Email: CoachellaValleyRail@ArellanoAssociates.com
RCTC Website: CVRailProject.info
Facebook: facebook.com/CVRailProject
FRA Website: fra.dot.gov
COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE


Proposed Project Purpose and Need
The overall purpose of the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project is to provide a safe, reliable, convenient intercity passenger rail service that would meet future mobility needs of residents, businesses, and visitors within the Corridor.
Service Objectives:
More convenient, faster, more frequent service
An alternative to driving that offers reliable sche
An affordable transportation service
Serve multiple trip purposes
Improve regional travel opportunities for transit-dependent people
Serve expected growth in the Corridor
Not preclude a possible future extension to Phoenix
COACHELLA VALLEY-SAN GORGONIO PASS
RAIL CORRIDOR SERVICE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Need for Project
Constrained travel options
Significant highway congestion
Constrained rail system cap
Increase travel capacity w hout im acting air quality and natural resources
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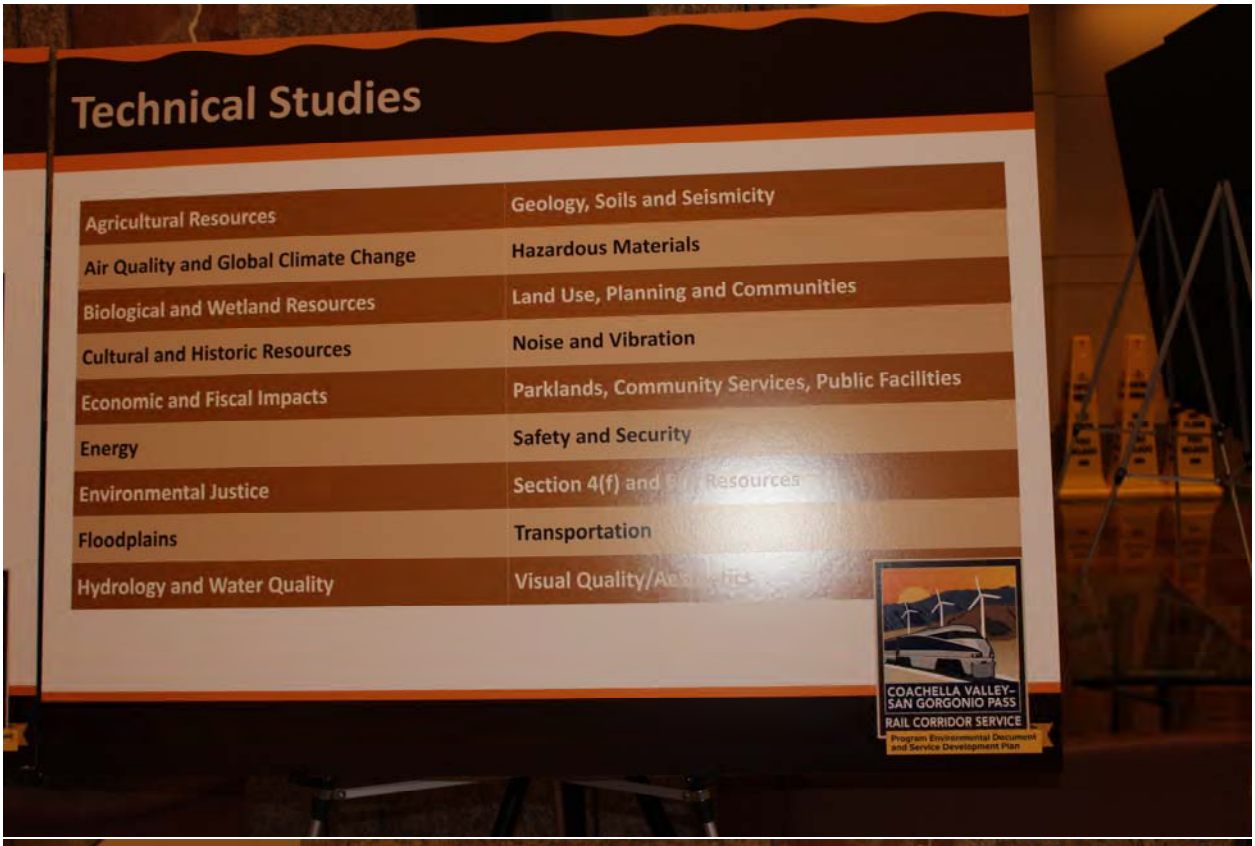
RAIL CORRIDOR SERVICE


Technical Studies
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Cultural and Historic Resources
Economic and Fiscal Impacts
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Environmental Justice
Floodplains
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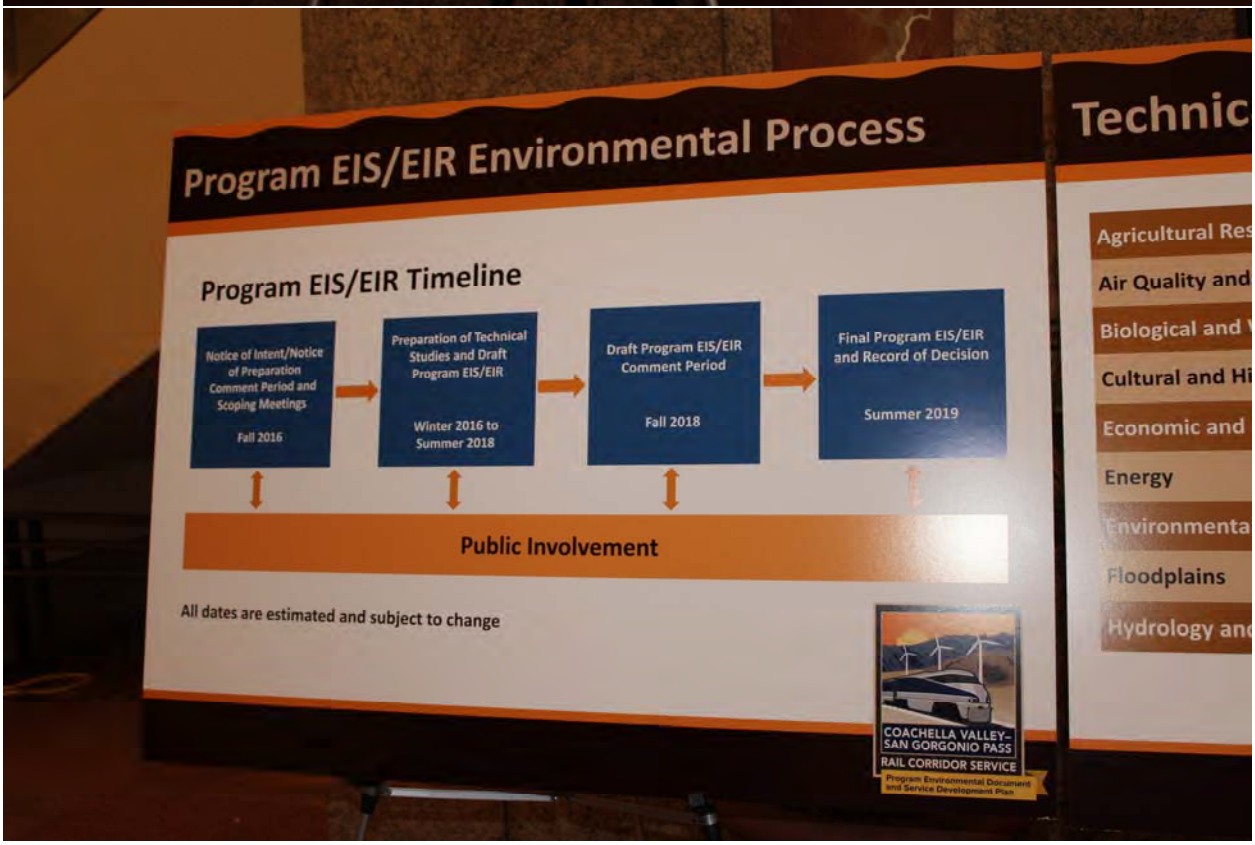
RAIL CORRIDOR SERVICE


Program EIS/EIR Environmental Process
Program EIS/EIR Timeline
Notice of Intent/Notice of Preparation Comment Period and Scoping Meetings
Fall 2016
Preparation of Technical Studies and Draft Program EIS/EIR
Winter 2016 to Summer 2018
Draft Program EIS/EIR Comment Period
Fall 2018
Final Program EIS/EIR and Record of Decision
Summer 2019
Public Involvement
All dates are estimated and subject to change
COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
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Air Quality and
Biological and
Cultural and Hi
Economic and
Energy
Environmenta
Floodplains
Hydrology and

Appendix G

Public Comments Received

Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Wednesday, October 12, 2016 • Springbrook Clubhouse, Riverside

Name/*Nombre*: Glenn Olsen **Date/*Fecha*:** 10/12/16

Address/*Domicilio*: 2194 Oak Crest Dr. Riverside 92506

Phone/*Teléfono*: 951.538.2105 **Affiliation/*Afiliación*:**

Email/*Correo Electrónico*: gi@sprintmail.com

Comments/Comentarios: 1. Consider a stop at the Ontario Metrolink station. By the time this project is built, ONT will have established good connecting service between the terminals and Metrolink. 2. Include an AMTRAK bus connection with San Bernardino. 3. Provide a joint AMTRAK – Metrolink fare similar to what exists between Ventura and Oceanside.

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

*Los comentarios informativos del proyecto pueden ser sometidos durante la reunión pública, enviados por correo, o por correo electrónico a CoachellaValleyRail@ArellanoAssociates.com. El plazo para hacer comentarios informativos se cierra el **10 de noviembre de 2016**.*

Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Wednesday, October 12, 2016 • Springbrook Clubhouse, Riverside

Name/*Nombre*: Glenn Olsen **Date/*Fecha*:** 10/12/16

Address/*Domicilio*: 2194 Oak Crest Dr. Riverside 92506

Phone/*Teléfono*: 951.538.2105 **Affiliation/*Afiliación*:**

Email/*Correo Electrónico*: gio@sprintmail.com

Comments/Comentarios: Consider electrifying this corridor - jointly with UP/BNSF. This would be expensive, but would improve air quality and allow faster schedules (passenger and freight) due to improved performance.

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Wednesday, October 12, 2016 • Springbrook Clubhouse, Riverside

Name/*Nombre*: CECIL KARSTENSEN **Date/*Fecha*:** 10/12/16

Address/*Domicilio*: 13973 WAROWAY, MENTONE CA 92359-9734

Phone/*Teléfono*: 909-794-7221 **Affiliation/*Afiliación*:** SELF-RAILFAN

Email/*Correo Electrónico*: MRCECILKE@YAHOO.COM

Comments/Comentarios: THIS SERVICE MIGHT INCLUDE A SLOT FOR THE SUNSET SERVICE (AMTRAK). EVEN IF THERE WAS A DAY THE SUNSET DOESN'T OPERATE KEEP A TRAIN RUNNING FOR THE USUAL TIME.

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Thursday, October 13, 2016 • Indio Senior Center, Indio

Name/*Nombre*: Eric Ceja **Date/*Fecha*:** 10/13/16

Address/*Domicilio*: 82811 Rustic Valley Dr.

Phone/*Teléfono*: _____ **Affiliation/*Afiliación*:** City of Palm Desert

Email/*Correo Electrónico*: eceja@cityofpalmdesert.org

Comments/Comentarios:

- Make it happen sooner! - Need for increased service during "season"
- A map showing how this service connects to LA Metro
- Include a "mid-valley" stop in Palm Desert (Cook St.). Study it now to clear environmental process. University

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Thursday, October 13, 2016 • Indio Senior Center, Indio

Name/*Nombre*: PJ GAGAJENA **Date/*Fecha*:** 10/13/16

Address/*Domicilio*:

Phone/*Teléfono*: **Affiliation/*Afiliación*:**

Email/*Correo Electrónico*: PGAGAJENA @ INDIO.ORG

Comments/Comentarios:

HAVE CONNECTION TO LAX.

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Thursday, October 13, 2016 • Indio Senior Center, Indio

Name/*Nombre*: Michael Harrington **Date/*Fecha*:**

Address/*Domicilio*: 74710 Hwy 111 #102 Palm Desert 92260

Phone/*Teléfono*: (760) 774-6898 **Affiliation/*Afiliación*:** Rancho Mirage Council Candidate (?)

Email/*Correo Electrónico*: harringtonlaw@aol.com

Comments/Comentarios: Could the rail service locally integrate with CV LINK ?

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Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Public Scoping Meeting • Monday, October 17, 2016 • Los Angeles County Metropolitan Authority, Los Angeles

Name/*Nombre*: Gail Smith **Date/*Fecha*:** 10/17/16

Address/*Domicilio*: PO Box 4203, Paso Robles, CA

Phone/*Teléfono*: _____ **Affiliation/*Afiliación*:** _____

Email/*Correo Electrónico*: _____

Comments/Comentarios: I would like to see the transit lines improved from the current railroad method. There must be a faster, more efficient, way of moving people in this age of technology.

I believe the proposed route will be beneficial to riders and businesses.

Thank you.

Project scoping comments may be submitted during the public meeting, by mailing this postcard, or emailing to CoachellaValleyRail@ArellanoAssociates.com. Scoping period comments are due by **November 10, 2016**.

*Los comentarios informativos del proyecto pueden ser sometidos durante la reunión pública, enviados por correo, o por correo electrónico a CoachellaValleyRail@ArellanoAssociates.com. El plazo para hacer comentarios informativos se cierra el **10 de noviembre de 2016**.*

Appendix H

Agency Scoping Comments Received

From: Jack Cheng <jcheng@aqmd.gov>
Sent: Friday, October 21, 2016 9:25 AM
To: Coachella Valley Rail
Cc: Jillian Wong
Subject: Notice of Preparation of a CEQA Document for the Coachella Valley – San Gorgonio Pass Rail Corridor Service
Attachments: RVC161007-04 - San Gorgonio Pass Rail Corridor - NOP.PDF

Follow Up Flag: Follow up
Flag Status: Flagged

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the attached document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Draft CEQA Document. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact me if you have any questions regarding these comments.

Jack Cheng - Air Quality Specialist
jcheng@aqmd.gov
(909) 396-2448
South Coast Air Quality Management District
21865 Copley Dr., Diamond Bar, CA 91765

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

October 21, 2016

coachellavalleyrail@arellanoassociates.com
Robert Yates, Multi Modal Service Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92501

Notice of Preparation of a CEQA Document for the
Coachella Valley – San Gorgonio Pass Rail Corridor Service

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the Draft EIR. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a Draft EIR document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

Finally, should the proposed project include equipment that generates or controls air contaminants, a permit may be required and the SCAQMD should be listed as a responsible agency and consulted. The assumptions in the submitted Draft EIR would also be the basis for permit conditions and limits. Permit questions can be directed to the SCAQMD Permit Services staff at (909) 396-3385, who can provide further assistance.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Mitigation Measure resources are available on the SCAQMD CEQA Air Quality Handbook website: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the lead agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact Jack Cheng, Air Quality Specialist by e-mail at jcheng@aqmd.gov or by phone at (909) 396-2448.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Planning and Rules Manager
Planning, Rule Development & Area Sources

JC:JW
RVC161007-04
Control Number

From: info@rctc.org [mailto:info@rctc.org]
Sent: Wednesday, November 02, 2016 8:10 AM
To: eechevarria@rctc.org
Cc: Cheryl Donahue
Subject: Coachella Valley Rail Contact Request

purpose: Add my contact information to the Coachella Valley Rail Project database
First_Name: Jill
Last_Name: Jensen
Email: jill_jensen@nps.gov
Phone: 801-741-1012 ext 115
Address: 324 S. State Street Suite 200
Address2: Salt Lake City, UT
Zip: 84111
Comments: The project area is within the corridor of the Old Spanish National Historic Trail. As the federal co-administrators for the National Historic Trail (alongside the BLM) our office would like to be included on their NEPA mailing list and considered a consulting party for 106.

State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director

November 4, 2016
Sent by email

Mr. Robert Yates
Multimodal Services Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92501

Subject: Notice of Preparation of a Draft Program Environmental Impact Report
Coachella Valley – San Gorgonio Pass Rail Corridor Service Project
State Clearinghouse No. 2016101017

Dear Mr. Yates:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DPEIR) for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (project) [State Clearinghouse No. 2016101017]. Pursuant to The Guidelines for the Implementation of CEQA (Cal. Code Regs., tit. 14, § 15000 *et seq.*; hereafter CEQA Guidelines), the Department has reviewed the NOP and offers comments and recommendations on those activities involved in the project that are within the Department's area of expertise and germane to its statutory responsibilities, and/or which are required to be approved by the Department (CEQA Guidelines, §§ 15086, 15096 & 15204).

The project is being proposed by the Federal Railroad Administration, the California Department of Transportation (Caltrans), and the Riverside County Transportation Commission (hereafter jointly referred to as the Project Proponents) to study options for providing intercity rail service between the cities of Los Angeles and Indio, specifically between the western terminus at Los Angeles Union Station and an eastern terminus in Indio, California. The purpose of the project is to provide a safe, reliable, and convenient intercity passenger rail service within and between the two termini.

COMMENTS AND RECOMMENDATIONS

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist Project Proponents in

adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable the Department to adequately review and comment on the proposed project with respect to impacts on biological resources and the project's consistency with adopted and/or approved Habitat Conservation Plans (HCPs), NCCPs, and/or other local, regional, or state habitat conservation plans.

To enable the Department to adequately review and comment on the proposed project, the Department encourages Project proponents to include as much detail as possible in the DPEIR regarding proposed project elements, and detailed and specific mitigation measures.

The Department recommends that the forthcoming DPEIR address the following:

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable Department staff to adequately review and comment on the project, the CEQA document should include a complete assessment of the flora and fauna within and adjacent to the project footprint, with particular emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. The Department recommends that the DPEIR specifically include:

1. An assessment of the various habitat types located within the project footprint, and a map that identifies the location of each habitat type. The Department recommends that floristic, alliance- and/or association based mapping and assessment be completed following *The Manual of California Vegetation*, second edition (Sawyer et al. 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the project. The Department's California Natural Diversity Database (CNDDB) in Sacramento should be contacted at (916) 322-2493 or CNDDB@wildlife.ca.gov to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the proposed project. The Department recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data

Please note that the Department's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. The Department recommends that it be used as a starting point in gathering information about the *potential presence* of species within the general area of the project site.

3. A complete, *recent* inventory of rare, threatened, endangered, and other sensitive species located within the project footprint and within offsite areas with the potential to be effected, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the project area and should not be limited to resident species. Focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service, where necessary. Note that the Department generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if the project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought.

4. A thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see https://www.wildlife.ca.gov/Conservation/Plants);

5. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The Department recommends that the DPEIR provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the project. The DPEIR should include a discussion of both temporary and permanent impacts. To ensure that project impacts to biological resources are fully analyzed, the following information should be included in the DPEIR:

1. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by project activities adjacent to natural areas, exotic and/or invasive species, and drainage. The latter subject should address project-related changes on drainage patterns and water quality within, upstream, and downstream of the project site, including: volume, velocity, and frequency of existing

and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site.

2. A discussion of potential indirect project impacts on biological resources, including resources in areas adjacent to the project footprint, such as nearby public lands (e.g. National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Natural Community Conservation Plan, or other conserved lands).

   Please note that the project area encompasses a large geographic area and supports significant biological resources and contains habitat connections, providing for wildlife movement across the broader landscape, sustaining both transitory and permanent wildlife populations. The Department encourages project design that avoids and preserves onsite features that contribute to habitat connectivity. The DPEIR should include a discussion of both direct and indirect impacts to wildlife movement and connectivity, including maintenance of wildlife corridor/movement areas to adjacent undisturbed habitats.

3. An evaluation of impacts to adjacent open space lands from both the construction of the project and any long-term operational and maintenance needs.

4. A cumulative effects analysis developed as described under CEQA Guidelines § 15130. Please include all potential direct and indirect project related impacts to riparian areas, wetlands, vernal pools, alluvial fan habitats, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and other sensitive habitats, open lands, open space, and adjacent natural habitats in the cumulative effects analysis. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Alternatives Analysis

Although existing rail infrastructure may not connect directly between the two proposed termini, rail infrastructure does currently exist within the proposed corridor. The Department recommends that the Project Proponents consider the use of existing infrastructure, where feasible, to reduce project impacts. Note that the DPEIR must describe and analyze a range of reasonable alternatives to the project that are potentially feasible, would "feasibly attain most of the basic objectives of the project," and would avoid or substantially lessen any of the project's significant effects (CEQA Guidelines § 15126.6[a]).

Mitigation Measures for Project Impacts to Biological Resources

The DPEIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the project. When proposing measures to avoid, minimize, or mitigate impacts, the Department recommends consideration of the following:

1. *Sensitive Plant Communities*: The Department considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2009). The DPEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts.

2. *Mitigation*: The Department considers adverse project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the DPEIR should include mitigation measures for adverse project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, onsite habitat restoration and/or enhancement should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   The DPEIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, including, but not limited to measures to ensure domestic animals (e.g., cats and dogs) cannot access mitigation areas, and removal procedures to implement if they do; proposed land dedications; long-term monitoring and management programs; control of illegal dumping; water pollution; and increased human intrusion, etc.

3. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a

detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

The Department recommends that local onsite propagules from the project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be initiated in the near future in order to accumulate sufficient propagule material for subsequent use in future years. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various project components as appropriate.

Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the project; examples could include retention of woody material, logs, snags, rocks, and brush piles.

4. *Nesting Birds and Migratory Bird Treaty Act:* Please note that it is the project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the Fish and Game Code (FGC) also afford protective measures as follows: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

   The Department recommends that the DPEIR include the results of avian surveys, as well as specific avoidance and minimization measures to ensure that impacts to nesting birds do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: project phasing and timing, monitoring of project-related noise (where applicable), sound walls, and buffers, where appropriate. The DPEIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the project site. If pre-construction surveys are proposed, the Department recommends that they be required no more

than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted sooner.

5. *Translocation of Species*: The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species as studies have shown that these efforts are experimental in nature and largely unsuccessful.

California Endangered Species Act

The Department is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to the California Endangered Species Act (CESA). The Department recommends that a CESA ITP be obtained if the project has the potential to result in "take" (California Fish and Game Code Section 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the project. CESA ITPs are issued to conserve, protect, enhance, and restore State-listed CESA species and their habitats.

The Department encourages early consultation, as significant modification to the proposed project and avoidance, minimization, and mitigation measures may be necessary to obtain a CESA ITP. Please note that the proposed avoidance, minimization, and mitigation measures must be sufficient for the Department to conclude that the project's impacts are fully mitigated and the measures, when taken in aggregate, must meet the full mitigation standard. When the Department issues a CESA ITP, it is considered a discretionary action as defined in Title 14 of the California Code of Regulations, section 15357, under CEQA. Therefore, before the Department can issue the CESA ITP the CEQA Lead Agency must have completed the necessary steps under CEQA. If the project CEQA document fails to addresses all project impacts to listed species and does not include a mitigation monitoring and reporting program that will meet the requirements of a CESA ITP, the Department is required to prepare and issue a separate CEQA document prior to issuance of the CESA ITP.

Habitat Conservation Plans and Natural Community Conservation Plans

The project occurs within the following conservation plan areas: Western Riverside County Multiple Species Habitat Conservation Plan, the Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan, and the Coachella Valley Multiple Species Habitat Conservation Plan. Compliance with approved habitat conservation plans is discussed in CEQA. Specifically, Section 15125(d) of the CEQA Guidelines requires that the CEQA document discuss any inconsistencies between a proposed project and applicable general plans and regional plans, including habitat conservation plans and natural community conservation plans. An assessment of the impacts to the

conservation plans listed above as a result of this project is necessary to address CEQA requirements.

Regardless of whether take of threatened and/or endangered species is obtained through the conservation plans listed above or through a CESA ITP, the DPEIR needs to address how the proposed project will affect the policies and procedures of each conservation plan.

Lake and Streambed Alteration Program

Based on length of the proposed project, the Project proponents will likely need to notify the Department per Fish and Game Code section 1602. Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: substantially divert or obstruct the natural flow of any river, stream or lake; substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or deposit debris, waste or other materials that could pass into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to https://www.wildlife.ca.gov/Conservation/LSA/Forms.

Further Coordination

The Department appreciates the opportunity to comment on the NOP of a DPEIR for the Coachella Valley - San Gorgonio Pass Rail Corridor Service Project (SCH No. 2016101017) and recommends that Project Proponents address the Department's comments and concerns in the forthcoming DPEIR. Due to the size of the project we also recommend early consultation with Department to discuss project alternatives

and routing; project impacts, including cumulative impacts; and project avoidance, minimization, and mitigation measures. To arrange a meeting and respond to any questions pertaining to the comments provided in this letter, please contact Joanna Gibson at (909) 987-7449 or joanna.gibson@wildlife.ca.gov.

Sincerely,

Leslie MacNair
Regional Manager

Cc: Heather Pert, California Department of Fish and Wildlife

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

Los Angeles County
Metropolitan Transportation Authority

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Metro

November 4, 2016

Robert Yates
Multimodal Services Director
Riverside County Transportation Commission (RCTC)
P.O. Box 12008
Riverside, CA 92501

RE: Coachella Valley – San Gorgonio Pass Rail Corridor Service Notice of Preparation of Joint Program Environmental Statement/Environmental Impact Report

Dear Mr. Yates:

Thank you for the opportunity to comment on the proposed San Gorgino Pass Rail Corridor Service Project which will begin in Indio, CA and end at Union Station in Los Angeles. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in relation to our facilities and services that may be affected by the proposed project.

As the Regional Transportation Planning Agency (RTPA) for Los Angeles County, the largest funding partner in the Southern California Regional Rail Authority (SCRRA), owner of much class one railroad right of way in Los Angeles County, member of the Los Angeles – San Diego – San Luis Obispo rail corridor agency (LOSSAN), and as owner of Los Angeles Union Station, Metro supports the development of future intercity rail corridors in southern California, including a new service between Los Angeles and the Coachella Valley.

Regarding project need, Metro is aware that the existing air, highway and rail networks are already currently constrained and congestion will worsen with increased population, demand, and aging infrastructure. Metro also recognizes that highway capacity improvements to Interstate 10 can have negative impacts to regional and local air quality, and require further demand of natural resources.

Metro concurs with the project purpose and stated objectives:

- More convenient, faster, and frequent service than existing public transit services
- Reliable schedules
- Affordability
- Serves multiple trips purposes, such as business, leisure, medical, recreational
- Improved travel opportunities for transit dependent population
- Address expected growth in trips within the Los Angeles to Coachella Valley corridor
- Not preclude a possible future extension to Phoenix

Several route alignments were identified in the 2016 Alternatives analysis Report. Metro offers the following comments regarding a potential route alignment and station locations for the Coachella Valley – San Gorgonio Pass intercity rail service:

1) Metro's first preference is that the alignment utilizes the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision, with a station in Fullerton. This is, in part, because the BNSF corridor already has extensive infrastructure, capacity and signal improvements in place to support the operation of Amtrak Pacific Surfliner intercity rail service, plus an extensive Metrolink and freight network. The corridor will have further capacity with the completion of the triple track between Redondo Junction and Fullerton.
2) Metro's second preference is that the alignment utilizes the Union Pacific Alhambra Subdivision, with a station in Pomona. This alignment would minimize possible interference, capacity issues, and constraints with the existing Metrolink San Bernardino and Riverside lines.
3) Metro does not support the use of either Metrolink San Bernardino Line or Riverside Line (San Gabriel subdivision or Los Angeles subdivision). Both lines are already at service capacity due to mostly single track operation (San Bernardino Line) or available slots (Riverside Line). As called for in the Metrolink Strategic Assessment, there are future plans to add more Metrolink service to these lines. The Metro Gold Line is also planned to be expanded further east to operate in the San Gabriel subdivision between Pomona and Montclair. Priority along these subdivisions should be reserved for future Metrolink commuter rail service, rather than intercity service, which is more suited to be operated on the San Bernardino or Alhambra subdivisions.

A final point for consideration is Los Angeles Union Station. Metro is currently advancing the Link US project, which, once completed, will provide significant additional throughput and capacity at Union Station. Decisions regarding maintenance, storage and staging of intercity consists, platform locations, operating plans, real estate and right-of-way acquisition issues, etc. should be made in consultation and coordination with Metro's planning and preliminary engineering efforts to advance the Link US project. Another factor which will greatly influence operations at Union Station will be the future terminus of the high speed rail network between San Francisco and Los Angeles.

Metro, as a key stakeholder, looks forward to partnering with Riverside County Transportation Commission (RCTC), as this important intercity rail project advances through the programmatic EIS/EIR process. We welcome the opportunity to participate in the Technical Advisory Committee (TAC) meetings. We also welcome the opportunity to coordinate with RCTC on Metro's efforts to advance the Link US project, and collaborate on the arrival of high speed rail in Los Angeles

If you have any questions regarding this response, please contact Elizabeth Carvajal at 213-922-3084 or by email at DevReview@metro.net. **Metro looks forward to reviewing the Draft EIR. Please send it to the following address:**

Metro Development Review
One Gateway Plaza MS 99-23-4
Los Angeles, CA 90012-2952

Sincerely,

Elizabeth Carvajal
Sr. Manager, Transportation Planning

DEPARTMENT OF TRANSPORTATION
DISTRICT 8
PLANNING (MS 725)
464 WEST 4th STREET, 6th FLOOR
SAN BERNARDINO, CA 92401-1400
PHONE (909) 388-7017
FAX (909) 383-5936
TTY 711
www.dot.ca.gov/dist8

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November 4, 2016

File: RIV- Coachella Valley- San Gorgonio Pass Rail Corridor Study

Mr. Robert Yates
Multimodal Services Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92501

Coachella Valley- San Gorgonio Pass Rail Corridor Service Notice of Preparation

Mr. Yates,

The California Department of Transportation (Caltrans) has reviewed the Notice of Preparation for the Coachella Valley- San Gorgonio Pass Rail Corridor Service project. The project will develop a Program EIS/EIR between the Federal Rail Administration, Caltrans, and the Riverside County Transportation Commission (RCTC) studying options for providing intercity rail service between Los Angeles and Indio.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews projects and plans through the lenses of our mission and state planning priorities of multi-modal transportation, infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. As of September 2016, our unit's focus will be towards reducing Vehicle Miles Traveled (VMT) associated with local development projects per SB 743. We therefore provide the following comments:

Smart Growth Principles and Multi-Modal Planning

This project is representative of the state's goals regarding multi-modal transportation planning as it will provide a necessary rail linkage between Los Angeles and the Coachella Valley, will be a significant addition to the interregional rail system, and will assist in the reduction of VMT and traffic along impacted corridors. We are supportive of project objectives which include providing travelers between the Coachella Valley and the Los Angeles Basin with: upgraded public transportation services; an alternative to driving; affordable transportation services; a range of trip purposes, including business, social, medical, leisure, and recreation; improving regional travel for

transit dependent populations; and serving expected population growth. We would also encourage RCTC to pursue future Corridor expansion between the Coachella Valley and Phoenix.

In order to increase ridership along the planned rail corridor, it is necessary to make positive land-use and multi-modal transportation changes to reduce vehicle miles traveled to future stations. This will involve working in collaboration with local jurisdictions, including Cities and public transportation operators. Our recommendations include:

- Integrating high density housing and mixed-use developments around future stations. This would create communities of activity around stations, providing destinations for future riders and economic opportunities for businesses. This may also stimulate residents to utilize the rail options for many trip purposes as discussed above.

- Developing public transportation and active transportation connections around the station areas. We recommend circulator bus routes connecting stations to other trip generators located in proximity to the stations. To increase bicycle trips to access stations, we recommend utilizing Class IV Separated Bikeway guidance to separate cyclists from automobiles.

- Considering long-term multi-modal integration, the project should include a study of alignments to connect to the future High Speed Rail station planned for San Bernardino. This would further increase the trips one could take utilizing the project to locations throughout the State of California.

Thank you for providing Caltrans the opportunity to review and comment on the Notice of Preparation for the Coachella Valley- San Gorgonio Pass Rail Corridor Service project. These recommendations are preliminary and summarize our review of materials provided for our evaluation. Please continue to keep us informed of the project and other future updates. If you have any questions or need to contact us, please do not hesitate to contact Dustin Foster at (909) 806-3955 or myself at (909) 383-4557.

Sincerely,

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

METROLINK®

Southern California Regional Rail Authority

November 4, 2016

Mr. Robert Yates
Multimodal Service Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92501

RE: **Notice of Preparation (NOP) of a Joint Program Environmental Impact Statement/Environmental Report (EIS/EIR) for the Coachella Valley – San Gorgonio Pass Rail Corridor Service**

Dear Mr. Yates:

The Southern California Regional Rail Authority (SCRRA) has received the NOP for the Program EIS/EIR on the Coachella Valley – San Gorgonio Pass Rail Corridor Service. Thank you for the opportunity to provide scoping comments on key issues relative to SCRRA and operations of the railroad within the proposed project service location. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (METRO), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

SCRRA recognizes and is supportive of the need for additional passenger rail services in the southern California region expanding to areas like the Coachella Valley. This is consistent with our newly adopted Strategic Plan goal of "Increase Regional Mobility" with increased and improved connectivity of local and regional transit systems to Metrolink. We feel it is important to pursue a smooth passenger interface between this planned service and the existing passenger operations in southern California, including coordinated schedules and integrated fares. This would be a similar arrangement to the existing coordination between Amtrak Pacific Surfliner and Metrolink, including the Rail2Rail program.

General considerations/comments for this NOP are as follows:

1. For future mailings on NOP's and DEIR's please mail to Metrolink Planning and Development Department, One Gateway Plaza, 12th floor, Los Angeles, CA 90012
2. While we understand that the Coachella Valley – San Gorgonio Pass corridor team has identified the Burlington Northern Santa Fe (BNSF) San Bernardino Subdivision as a preferred alternative for the Western Section of the route between Colton and Los Angeles we recommend inclusion and analysis of

at least one other alignment, such as the Union Pacific Railroad (UPRR) Alhambra Subdivision or their Los Angeles Subdivision in the DEIR in order to provide flexibility in the implementation of the service, especially if negotiations with one railroad does not progress.

3. SCRRA is supportive of major infrastructure improvements such as grade separations, third main tracks and station enhancements for increased services on the preferred route in order to relieve some of the existing constraints on the line with the current freight and passenger train operations. Opportunities for joint investments in capacity-enhancing infrastructure should be pursued in partnership with other passenger railroads and services.
4. Further definition into the designated station locations and stops on the selected route is needed. We are also interested in further analysis to ensure safe non-stop operations through the existing stations on the preferred route.
5. The terminus in Los Angeles will be Los Angeles Union Station (LAUS) and Metro is in the planning stages for the Link Union Station (LinkUS) run-through tracks projects. SCRRA would like to ensure that this new planned service is operated in and out of LAUS without compromise to Metrolink dedicated platforms or number of run-through tracks.

Thank you again for cooperating with SCRRA to help ensure the development of a successful project. If you have any questions regarding these comments please contact me at 213-452-0456 or via e-mail at mathieur@scrra.net.

Sincerely,

Ron Mathieu
Sr. Public Project Specialist

Cc: Sheldon Peterson, RCTC
Roderick Diaz, SCRRA
Henning Eichler, SCRRA
Patricia Watkins, SCRRA
Sylvia Novoa, SCRRA

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Los Angeles, CA 90017
T (213) 236-1800
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November 5, 2016

Mr. Robert Yates, Multimodal Services Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, California 92502
E-mail: coachellavalleyrail@arrelanoassociates.com

RE: SCAG Comments on the Notice of Preparation of a Draft Joint Programmatic Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coachella Valley - San Gorgonio Pass Rail Corridor Service Project [SCAG NO. IGR9024]

Dear Mr. Yates,

Thank you for submitting the Notice of Preparation of a Draft Joint Programmatic EIS/EIR for the Coachella Valley - San Gorgonio Pass Rail Corridor Service Project ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] Guidance provided by these reviews is intended to assist local agencies such as local jurisdictions and project proponents to take actions that help contribute to the attainment of the regional goals and policies in the RTP/SCS.

SCAG staff has reviewed the Notice of Preparation of a Draft Joint Programmatic EIS/EIR for the Coachella Valley - San Gorgonio Pass Rail Corridor Service Project that spans through Los Angeles, Orange, San Bernardino and Riverside Counties. The proposed project includes the study of options for providing intercity rail services in the Coachella Valley – San Gorgonio Pass Corridor (between cities of Los Angeles and Indio, California).

When available, please send environmental documentation to *SCAG's office in Los Angeles or by email to sunl@scag.ca.gov* providing, at a minimum, the full public comment period for review. If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Lijin Sun, Senior Regional Planner, at (213) 236-1882 or sunl@scag.ca.gov. Thank you.

Sincerely,

(Ping Chang) Dino for
Ping Chang
Acting Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT JOINT PROGRAMMATIC EIS/EIR FOR THE COACHELLA VALLEY – SAN GORGONIO PASS RAIL CORRIDOR SERVICE PROJECT [SCAG NO. IGR9024]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted County of Los Angeles Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	19,663,000	22,091,000	22,138,800	10,326,200	11,145,100	11,514,800
Households	6,458,000	7,325,000	7,412,300	3,493,700	3,809,300	3,946,600
Employment	8,414,000	9,441,000	9,871,500	4,662,500	5,062,100	5,225,800

	Adopted County of Orange Forecasts			Adopted County of Riverside Forecasts		
	Year 2020	Year 2035	Year 2040	Year 2020	Year 2035	Year 2040
Population	3,271,100	3,431,200	3,461,500	2,479,800	3,055,100	3,183,700
Households	1,074,700	1,135,300	1,152,300	802,400	1,009,000	1,054,300
Employment	1,730,400	1,870,500	1,898,900	848,700	1,111,800	1,174,300

	Adopted County of San Bernardino Forecasts		
	Year 2020	**Year 2035**	**Year 2040**
Population	2,197,400	2,637,400	2,731,300
Households	687,100	824,600	854,300
Employment	789,500	998,000	1,028,100

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

-----Original Message-----
From: Steven Hernandez [mailto:sahernan33@gmail.com]
Sent: Monday, November 07, 2016 2:25 PM
To: Coachella Valley Rail <CoachellaValleyRail@arellanoassociates.com>
Subject: City of Coachella

To whom it may concern,

Please ensure that the City of Coachella is considered for a potential rail stop. The city wishes to be included in rail stop considerations.

Steven A. Hernandez
Mayor
City of Coachella

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Palm Springs Fish and Wildlife Office
777 East Tahquitz Canyon Way, Suite 208
Palm Springs, California 92262

In Reply Refer To:
FWS-17B0023-17CPA0012

November 9, 2016
Sent by Email

Ms. Stephanie Perez
Environmental Protection Specialist
Federal Railroad Administration
Office of Program Delivery
1200 New Jersey
Avenue SE (Mail Stop 20)
Washington, DC 20590

Subject: Notice of Intent to Prepare a Draft Environmental Impact Statement and Environmental Impact Report for the Coachella Valley-San Gorgonio Pass Rail Corridor Service, Riverside and Los Angeles County, California

Dear Ms. Perez:

The U.S. Fish and Wildlife Service (Service) has reviewed the Notice of Intent (NOI) for the proposed Coachella Valley-San Gorgonio Pass Rail Corridor Service (Project) to provide intercity passenger rail service between Indio and Los Angeles. The Project would extend from an eastern terminus in Indio, California, to the western terminus at Los Angeles Union Station, and is approximately 141 miles long. The Federal Railroad Administration (FRA) will prepare a Programmatic Environmental Impact Statement and Environmental Impact Report (EIS/EIR) jointly with the Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) for the Project. The FRA, RCTC, and Caltrans will use a tiered NEPA process (e.g. Programmatic EIS/EIR) to complete the Project's environmental review. The initial phase of the tiered process will address broad questions and likely environmental effects for the Project including, but not limited to, the type of service(s) being proposed, major infrastructure components, and identification of major facility capacity constraints. Based on the decisions made in the Programmatic EIS/EIR, future site-specific proposals would be analyzed at a greater level of detail and addressed in subsequent phases or tiered (e.g. Project-level NEPA) environmental documents.

We offer the following comments on the NOI as they relate to potential impacts on public trust resources. The primary concern and mandate of the Service is the conservation, protection and enhancement of fish and wildlife resources and their habitats for the continuing benefit of the American people. The Service has legal responsibility for the welfare of migratory birds, anadromous fish, and threatened or endangered animals and plants listed under the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*). The comments provided herein are based on the information provided in the NOI; the Final Alternatives Analysis for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Study prepared by RCTC dated July 25, 2016; our knowledge of sensitive and declining fish and wildlife resources; and our participation in regional habitat conservation planning efforts.

As noted in RCTC's 2016 Final Alternatives Analysis, the alternative to be carried forward and analyzed in the programmatic EIS/EIR was chosen because it will use existing rail lines that connect the Coachella Valley with the Los Angeles Basin. Alternatives with entirely new alignments were deemed unreasonable, due to the cost of new rights-of-way (ROW) and the challenge of timely property acquisition.

Additionally, grading an entirely new ROW would cause more impact on the natural environment and human environment.

The rail corridor traverses several existing regional habitat conservation plan areas. It is the policy of the Service to promote and foster the development of strategic habitat conservation at the ecosystem level through active participation in local development of regional Natural Community Conservation Plan/Habitat Conservation Plans (NCCP/HCP's), which often include innovative regional multiple species habitat conservation planning efforts (e.g., Multiple Species Habitat Conservation Plans). The success of these plans relies on maintaining core biological resource areas and habitat linkages/biological corridors that are essential to the long-term viability of rare and threatened wildlife. The EIS/EIR should include a discussion of the Project's effects on the conservation strategies that are outlined within existing or draft NCCP/HCP's. We would also encourage FRA, RCTC, and Caltrans to identify opportunities along the Project alignment where connectivity under or over existing rail lines could be improved or enhanced as part of the Project to ensure there are interconnected, contiguous preserves that meet the survival and recovery needs of multiple species in perpetuity.

To facilitate evaluation of the proposed Project from the standpoint of fish and wildlife protection, we also recommend the EIS/EIR include a description of the proposed Project and the environment in the vicinity of the Project, from both local and regional perspectives, including all practicable alternatives that have been considered to avoid and/or reduce Project impacts to federally listed and other sensitive species and habitat types. Specific acreages and descriptions of the types of wetlands, riparian, and other sensitive habitats that may be affected by the Project alternatives should be included, as well as aerial photographs, maps, and tables that summarize this information. Please also include detailed information on the number and distribution of all Federal candidate, proposed, and listed species; State-listed species; and locally sensitive species that may be affected within the footprint or near the proposed Project alternatives. To quickly and easily identify trust resources and listed species and to get a list of suggested conservation measures for the Project and improve the efficiency of Project planning, we recommend using our Information for Planning and Conservation (IPaC) site (https://ecos.fws.gov/ipac/). However, please note the species list and conservation measures obtained from IPaC may need to be reviewed by our office and additional, more specific measures may be recommended.

We encourage the aforementioned agencies to work with our office to ensure the EIS/EIR incorporates adequate avoidance, minimization, and mitigation measures and uses the most current species survey protocols to ensure any adverse effects to rare and declining species are offset. If you have any questions regarding this letter, please contact Felicia Sirchia of the Palm Springs Fish and Wildlife Office at 760-322-2070, extension 405.

Sincerely,

for Kennon A. Corey
Assistant Field Supervisor

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

November 9, 2016

Stephanie Perez
Federal Railroad Administration
1200 New Jersey Avenue, SE
West Building – Mail Stop 20
Washington, D.C. 20590

Subject: Scoping Comments for the Programmatic Draft Environmental Impact Statement for the Coachella Valley-San Gorgonio Pass Rail Corridor Service Project

Dear Ms. Perez:

The United States Environmental Protection Agency (EPA) has reviewed the Federal Register Notice published October 11, 2016, requesting comments on the Federal Railroad Administration (FRA) proposal to prepare a Programmatic (Tier 1) Draft Environmental Impact Statement (Draft EIS) for the Coachella Valley-San Gorgonio Pass Rail Corridor Service: Riverside, San Bernardino, Orange, and Los Angeles Counties, CA (Project). Our enclosed comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

EPA looks forward to coordinating with FRA to provide feedback and highlight the potential environmental impacts and benefits of a rail system connecting Los Angeles and the Coachella Valley. EPA supports the concept of a rail system that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts, so long as it is planned well. We anticipate reviewing and commenting on the project Purpose and Need and Range of Alternatives, as well as the Draft and Final EIS. If future projects tiering from this Draft EIS will require an Individual Permit pursuant to Clean Water Act Section 404, we would also like to review and comment on the alternative most likely to contain the Least Environmentally Damaging Practicable Alternative (LEDPA).

EPA's detailed comments below include recommendations related to green design and operations, relationship of this Project to other regional transportation projects, land use and transportation linkages, and analysis of impacts to (1) water resources, (2) biological resources and wildlife, (3) noise, (4) air quality, and (5) environmental justice communities. In addition, we have provided recommendations for the analyses of cumulative impacts and growth inducement.

Green Design and Operations

EPA recommends FRA commit to building a state-of-the-art sustainable rail system that incorporates the highest levels of energy efficiency available into construction, operations, and maintenance. FRA should provide a clear vision for how the new rail system would be built, operated, and maintained in a manner that reduces use of energy, avoids impacts to environmental resources, and provides for improved mobility in an equitable manner.

Recommendations:

- Include a commitment to achieving Leadership in Energy and Environmental Design (LEED) Platinum certification for future stations and rail facilities.
- Identify measures to conserve water and manage stormwater runoff. We recommend commitments to implement "green infrastructure" in onsite stormwater management features, such as bioretention areas, vegetated swales, porous pavement, and filter strips. These features can serve as both stormwater treatment and visual enhancements.
- Identify potential measures to produce energy onsite that can be incorporated into design of stations, rail, and maintenance facilities.
- Commit to use recycled industrial materials in the construction of future station and rail facilities. Nonhazardous industrial materials, such as coal ash, foundry sand, construction and demolition materials, slags, and gypsum, are valuable products of industrial processes. Industrial materials recycling preserves natural resources by decreasing the demand for virgin materials; conserves energy and reduces greenhouse gas emissions by decreasing the demand for products made from energy intensive manufacturing processes; and saves money by decreasing disposal costs for the generator and decreasing materials costs for end users.

Relationship to Regional Transportation Projects

The Draft EIS for the Project should specifically identify how other proposed transportation projects in the greater Los Angeles metropolitan area relate to this Project, as well as how the rail system would integrate with existing and planned transit systems. EPA encourages FRA to coordinate with local transportation agencies to ensure that the Project is integrated with other public transportation systems throughout the proposed rail corridor. Coordination with local transportation agencies provides an opportunity to integrate the proposed project with plans for local service. Furthermore, FRA involvement in regional projects will minimize duplication of efforts and conflicting transit goals so that potential design, construction, permitting, and mitigation in the area can be streamlined to minimize environmental impacts.

Recommendations:

- Address how the proposed project will ensure that potential duplication of efforts and incompatibilities with other transit systems will not occur.
- Identify integration and/or incompatibility of the proposed Project with other existing and proposed transit projects.
- Identify the specific features of the Project that are being designed to "link up" with other transportation proposals in the region.

Land Use and Transportation Linkage

The Draft EIS should identify all transportation improvements proposed to provide access to the Project from anticipated key rider groups in population centers throughout the project study area, including transit connections, new methods to move people while reducing congestion, and increased bus service. The Draft EIS should analyze and disclose the temporary and permanent environmental impacts of constructing stations, parking facilities, maintenance and storage facilities, power propagation infrastructure, and required road construction and modifications. EPA supports the use of existing transportation corridors and rights-of-way, to the extent feasible, in order to minimize direct and indirect effects associated with the construction of a new transportation corridor.

Recommendations:

- Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible.
- Describe the expected land use changes associated with station locations, including new transit services and other methods for riders to access the stations.
- Describe the associated environmental impacts of those land use changes, including indirect and cumulative impacts.
- Identify parties responsible for mitigating the environmental impacts associated with the indirect and cumulative impacts of the projected land use changes.
- Demonstrate avoidance and minimization measures to reduce environmental impacts associated with the construction of passenger stations and maintenance facilities, such as multi-level parking structures instead of large surface parking lots.

A substantial benefit of a proposed rail corridor connecting Los Angeles and the Coachella Valley is the opportunity to provide improved transit services and to reduce vehicle miles traveled (VMT). EPA strongly supports including project elements that will further reduce VMT.

Recommendations:

- Coordinate with other transit providers to maximize station access by transit;
- Incorporate pedestrian and cyclist needs into station area planning, in addition to linking with other modes of transit; and
- Support policies that will increase density and mixed uses in the station areas.

Water Resources

Given the proximity to important aquatic resources, including the Whitewater River, San Gorgonio River, San Jacinto River, Santa Ana River, Charter Oak Creek, San Gabriel River, San Jose Creek, Rio Hondo, and the Los Angeles River, among others, this project may involve the discharge of dredged or fill material into jurisdictional wetlands and waterways. Discharges of dredged or fill material into waters of the U.S. require authorization by the U.S. Army Corps of Engineers (Corps) under CWA Section 404. The Federal Guidelines at 40 CFR Part 230 promulgated under CWA Section 404 (b)(1) provide substantive environmental criteria that must be met to permit such discharges into waters of the United States.

The purpose of the Guidelines is to restore and maintain the chemical, physical, and biological integrity of waters of the United States. These goals are achieved, in part, by controlling discharges of

dredged or fill material (40 CFR 230.1(a)). Fundamental to the Guidelines is the principle that dredged or fill material should not be discharged into the aquatic ecosystem, unless it can be demonstrated that there is no less environmentally damaging practicable alternative that achieves an applicant's project purpose. In addition, no discharge can be permitted if it will cause or contribute to significant degradation of the waters of the United States, cause or contribute to a violation of a State water quality standard, or jeopardize a federally listed species.

Given the extent of the potential impacts associated with the proposed activities, FRA bears the burden for clearly demonstrating that the preferred alternative for the final route is the LEDPA that achieves the overall project purpose while not causing or contributing to significant degradation of the aquatic ecosystem. Identification of the LEDPA is achieved by performing an alternatives analysis that estimates the direct, secondary, and cumulative impacts to jurisdictional waters resulting from each alternative considered. At the Tier 1 level, FRA should present enough information to ensure that the corridor chosen is the corridor most likely to contain the LEDPA. To ensure the alternatives analysis serves its intended purpose as a planning and screening tool, EPA encourages potential permit applicants to meet and discuss project alternatives with the Corps and EPA early in the planning process. Engaging in discussions during the Tier 1 NEPA process will lead to better coordination and understanding of project history once the Tier 2 project-level analyses are initiated. Generally, the practicable alternative that involves the least amount of "filled" waters will be considered the least damaging.

Waters Assessment

The waters assessment for each alternative should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. We recommend that FRA present enough information in the Tier 1 Draft EIS in order to provide decision-makers with adequate detail to compare corridor-level impacts to aquatic resources and make a determination of which corridor will have fewer impacts to aquatic resources.

Recommendations:

- Include the classification of waters and the geographic extent of waters and adjacent riparian areas.
- Characterize the functional condition of waters and adjacent riparian areas.
- Describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
- Include wildlife species affected that could reasonably be expected to use waters or associated riparian habitat and sensitive plant taxa that are associated with waters or associated riparian habitat.
- Analyze the potential flood flow alteration.
- Characterize the hydrologic linkage to any impaired water body.
- Address techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

Avoidance and Minimization Measures

To demonstrate compliance with CWA Guidelines, FRA must explore on-site alternatives to avoid or minimize impacts to specific waters. Typically, transportation projects can accomplish this by using

spanned crossings, arched crossings, or oversized buried box culverts over drainages to encourage continuity of sediment transport and hydrological processes and wildlife passage. It is appropriate at the Tier 1 NEPA phase to identify potential sites for crossings and identify types of crossings that will result in the least damage to aquatic resources.

Recommendations:

- The Draft EIS should include a complete systematic analysis for drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable.
- The Draft EIS should identify measures and modifications to avoid and minimize impacts to water resources.
- Temporary and permanent impacts to waters of the U.S. for each alternative studied should be estimated in the Tier 1 Draft EIS; for example, acres of waters impacted, etc. For each alternative, the Draft EIS should report these numbers in table form for each impacted water and wetland feature.
- Include in the Draft EIS a commitment to use newer technology culverts and less damaging culverts such as large bottomless or arched culverts and a commitment to span washes and major waterway crossings. While newer techniques to reduce impacts may be available in the future when the Project is ultimately implemented, it is appropriate to commit to best available technologies at this time (along with an estimate of the resources that can be avoided by integrating these techniques).

Biological Resources and Impacts to Wildlife

Numerous special-status wildlife species have the potential to occur within the project area including the Arroyo Toad (*Anaxyrus californicus*), Southwestern Willow Flycatcher (*Empidonax traillii extimus*), Least Bell's Vireo (*Vireo bellii pusillus*), Stephens' Kangaroo Rat (*Dipodomys stephensi*), and Desert Tortoise (*Gopherus agassizi*), among many others. EPA recommends early coordination with the California Department of Fish and Wildlife (CDFW) and U.S. Fish and Wildlife Service (USFWS) in order to avoid and minimize project impacts to biological resources to the greatest extent possible. The Draft EIS should also address wildlife movement impacts associated with the proposed project and present mitigating measures. Proposed stream and wash crossings should be designed to maintain or improve existing wildlife passages.

The Draft EIS should also describe efforts to avoid and/or minimize impacts to threatened and endangered species and associated habitats, as well as park and preserve areas. The Draft EIS should describe the extent and nature of the protected species and their primary habitat(s) and the extent and nature of potential impacts to proposed and designated critical habitat. The Draft EIS should also provide a description of narrow endemics, unique habitat elements, and suitable habitat for native fauna and flora in the project area and the extent each proposed alternative may affect each resource. Efforts to minimize or avoid impacts to resources should be presented.

Recommendations:

- Identify all petitioned and listed threatened and endangered species and critical habitat within the project area and assess which species and critical habitats might be directly or indirectly affected by each alternative.

- Identify how Project alternatives could be designed to allow for continued wildlife movement through the project area.
- In addition to reviewing the available data indicating where species ranges may be bisected by the rail system, EPA recommends that FRA facilitate a meeting with the CDFW and USFWS to explore specific locations and design features for wildlife crossings that are needed.
- Identify the connections that would likely remain after construction of the rail system and highlight these areas as "connectivity zones" for protection and preservation. In the Draft EIS, identify specific commitments for preservation of these corridors through mitigation measures and cooperative agreements.
- If fencing is proposed, disclose how fencing the rail corridor would affect wildlife movement and discuss how fencing for safety purposes would be integrated with proposed wildlife passages, such as culverts, bridges, viaducts, underpasses, and overpasses.

Noise Impacts

The Draft EIS should address the potential noise and vibration impact to residents, businesses, and wildlife related to the construction and operation of the proposed Project. Potential impacts to human health and welfare and wildlife activity are important with a project of this magnitude, particularly in light of the densely populated area and maximum speed and resulting noise and vibration that a rail corridor could produce.

Recommendations:

- The Draft EIS should assess noise and vibration exposure to determine the severity of impacts near the proposed rail route.
- The Draft EIS should address nocturnal and diurnal impacts to wildlife activities such as foraging, predator avoidance, and nesting that may be affected by new noise and vibration introduced to natural habitats.

Air Quality

The Draft EIS should provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each fully evaluated alternative. The project passes through areas that are designated as non-attainment for 8-hour Ozone, particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$). Because of the area's non-attainment status, it will be important to reduce emissions of ozone precursors and particulate matter from future Tier 2 projects to the maximum extent.

Recommendations:

- Provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS), criteria pollutant nonattainment areas, and potential air quality impacts of the project (including cumulative and indirect impacts) for each alternative.

- Include an analysis of impacts from the construction and operation of the proposed alternatives. Include monitoring data, any anticipated exceedances of NAAQS, and estimates of all criteria pollutant emissions.
- Disclose the available information about the health risks associated with construction emissions, sensitive receptors in the vicinity of the project area, and how the proposed project will affect current emission levels.
- Include an identification of potential hotspot impacts, especially where parking lots, idling construction vehicles, and road modifications are proposed.

Greenhouse Gases and Climate Change

On August 1, 2016, the Council on Environmental Quality issued final guidance on considering greenhouse gas (GHG) emissions and climate change in NEPA reviews. Fundamental to this guidance are the recommendations that when addressing climate change, agencies should consider: (1) The potential effects of a proposed action on climate change as indicated by assessing GHG emissions (e.g., to include, where applicable, carbon sequestration); and, (2) The effects of climate change on a proposed action and its environmental impacts.

Recommendations

- The Draft EIS should assess the impacts of climate change on the project, as well as the effects (adverse and beneficial) of the project on climate change and greenhouse gas emissions. In addition, there may be important design considerations to accommodate future anticipated effects due to climate change. FRA should consider the US National Climate Assessment and the Council on Environmental Quality Revised Final Guidance for Greenhouse Gas Emissions and Climate Change Impacts as information sources to help with analysis of impacts and consideration of design standards to mitigate any effects.
- Due to the nature of this Project and the potential greenhouse gases (GHG) benefits that could result, we believe that FRA has an opportunity to demonstrate the potential overall GHG benefits of such a project. Any design and operation measures that can be identified as reducing GHGs should be identified in the EIS with an estimate of the GHG emissions reductions that could result if measures were ultimately implemented.

Cumulative Impact Analysis

Cumulative impacts are defined in the Council on Environmental Quality's (CEQ) NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to the other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities. Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

Recommendations:

- The cumulative impact analysis should consider transportation and non-transportation projects such as large-scale developments and approved urban planning projects that are reasonably foreseeable and are identified within city and county planning documents.
- The cumulative impact analysis should describe the "identifiable present effects" to various resources attributed to past actions. The purpose of considering past actions is to determine the current health of resources. This information forms the baseline for assessing potential cumulative impacts and can be used to develop cooperative strategies for resources protection. Identify the current condition of the resource as a measure of past impacts. For example, the percentage of wetlands lost to date.
- Identify the future condition of the resource based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends. Identify the trend in the condition of the resource as a measure of present impacts. For example, the health of the resource is improving, declining, or stasis.
- The cumulative impact analysis should identify potential large, landscape-level statewide and regional impacts, as well as potential large-scale mitigation measures. The analysis should examine landscape-level impacts to the human and natural environment on a statewide and regional scale. The cumulative impact analysis should guide minimization measures and mitigation efforts. Disclose the parties that will be responsible for avoiding, minimizing, and mitigating impacts, as well as a timeline for implementing mitigation measures.
- EPA recommends that FRA consider use of the Caltrans cumulative impacts guidance, which is applicable to cumulative impact analyses for non-road projects. This guidance can be found at http://www.dot.ca.gov/ser/cumulative_guidance/purpose.htm.

Growth Inducement Analysis

NEPA requires consideration of indirect impacts, including those impacts from land development associated with the provision of additional transportation infrastructure, often referred to as growth inducing impacts. EPA recommends that FRA make both the methodology and the assumptions in the growth inducement analysis as transparent as possible to the public and decision makers.

Recommendations:

- Identify which land use model will be used, discuss its strengths and weaknesses, and describe why it was selected.
- Identify the assumptions used in the model, the strengths and weaknesses of the assumptions, and why those assumptions were selected. For example, describe which method will be used to allocate growth to analysis zones, its strengths and weaknesses, and why that method was selected.
- Ground truth the results of the land use model by enlisting local expertise involved in land use issues, such as local government officials, land use and transportation planners, home loan officers, and real estate representatives. Use their collective knowledge to validate or modify the results of the land use model.
- Use the results of the growth inducement analysis to inform station locations, and parking lot size and locations, as well as mitigation measures to reduce environmental impacts.
- Use the results of the growth inducement analysis to estimate growth inducement impacts to CWA regulated waters and inform LEDPA identification.

- Identify station locations that are currently zoned for high density development and those that are not. Address potential growth-related mitigation efforts, including incentives and other mechanisms to encourage transit-oriented development, and measures to increase the capacity of city/county high density planning efforts.
- Consider use of the Caltrans growth-related impacts guidance, which is applicable to growth-related impact analyses for non-road projects. This guidance can be found at http://www.dot.ca.gov/ser/Growth-related_IndirectImpactAnalysis/gri_guidance.htm.

Environmental Justice

Executive Order 12898 addresses Environmental Justice (EJ) in minority and low income populations. The recently released *Promising Practices for Environmental Justice Methodologies in NEPA Reviews* (https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies-nepa-reviews) is a compilation of methodologies from current agency practices identified by the NEPA Committee of the Federal Interagency Working Group on Environmental Justice. The document focuses on the interface of environmental justice considerations through NEPA processes and provides recommendations on applying EJ methodologies that have been established in federal NEPA practice.

Recommendations:

- FRA should consider *Promising Practices for EJ Methodologies in NEPA Reviews* when developing the EJ section of the Draft EIS.
- The Draft EIS should include a description of the area of potential impact used for the environmental justice impact analysis and provide the source of the demographic information utilized.
- The Draft EIS should identify whether the proposed project may disproportionately and adversely affect low income or minority populations in the surrounding area and should provide appropriate mitigation measures for any adverse impacts
- Include opportunities for incorporating public input to promote context sensitive design, especially in communities with Environmental Justice concerns.

We look forward to maintaining our strong working relationship with FRA as we coordinate on this proposed rail project to better connect Los Angeles and the Coachella Valley. If you have any questions or concerns regarding our comments, please feel free to contact me at 415-972-3370 or meek.clifton@epa.gov.

Sincerely,

Clifton Meek
Environmental Review Section

Cc via email: Robert Yates, Riverside County Transportation Commission
John Chisholm, California Department of Transportation
Stephani Hall, U.S. Army Corps of Engineers
Karin Cleary-Rose, U.S. Fish and Wildlife Service
Heather Pert, California Department of Fish and Wildlife

November 10, 2016

Mr. Robert Yates
Multimodal Services Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, California, 92501

Subject: Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments

Dear Mr. Robert Yates,

The City of Indio is appreciative of its recent meetings with the Coachella Valley San Gorgonio Pass Rail Corridor Service and holding a public scoping meeting in the City of Indio. We also appreciate the opportunity to comment on the scoping for the Environmental Impact Report/Environmental Impact Statement.

We would like to request that our City be considered as the terminus of a future rail line for the following reasons:

- The City of Indio has an existing Transportation Center with Greyhound Bus operating their services from Indio to various destinations in Southern California. We would like to further expand this transportation facility into a multimodal facility.
- The existing transportation center adjoins Union Pacific's right of way with easy access to nearby freeways and major arterials.
- There is space adjacent and to the south for a potential storage or layover yard as well as room for a station platform at the Transportation Center.
- It is also close to Downtown Indio, which has been the City's primary revitalization focus area that will include a new Downtown Specific Plan and updated General Plan. According to the General Plan's Economic and Demographic Trends and Conditions Report, the City has seen a growth of young families locating to Indio, a varied group of regional and seasonal visitors and residents, and a steady growth of commercial and residential development throughout the City, but primarily in areas north of Interstate 10.

Various world-renowned festivals, such as the Coachella Valley Music and Arts Festival ("Coachella Fest") and the Stagecoach Country Music Festival are held in Indio. Other festivals are also held throughout the year. Additionally, the City has seen booming economic growth since the development of the Polo Club Resort and Entertainment District and the Northgate mixed use district. We have diversified and enhanced our residential neighborhoods to include resort, golf, and recreational oriented uses.

As the growth and development opportunities continue to increase in Indio, the City of Indio optimistically looks forward to the Riverside County Transportation Commission's, Caltrans' and Federal Railroad Administration's support in selecting Indio as the terminal station for the Coachella Valley-San Gorgonio Pass Rail Corridor Service.

Should you have any questions or concerns, please feel free to contact me at (760) 541-4261.

Sincerely,

Mariano Aguirre
Director of Housing and Development

p: 760.391.4000 · f: 760.391.4008 · 100 Civic Center Mall Indio, CA 92201 · www.INDIO.org

November 10, 2016

Stephanie Perez
Environmental Protection Specialist
Office of Program Delivery, Federal Railroad Administration
1200 New Jersey Avenue, S.E. (Mail Stop 20)
Washington, DC 20590

Subject: Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments

Dear Ms. Stephanie Perez,

The City of Indio is appreciative of its recent meetings with the Coachella Valley San Gorgonio Pass Rail Corridor Service and holding a public scoping meeting in the City of Indio. We also appreciate the opportunity to comment on the scoping for the Environmental Impact Report/Environmental Impact Statement.

We would like to request that our City be considered as the terminus of a future rail line for the following reasons:

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Sincerely,

Mariano Aguirre
Director of Housing and Development

p: 760.391.4000 · f: 760.391.4008 · 100 Civic Center Mall Indio, CA 92201 · www.INDIO.org

Appendix I

Public Scoping Comments Received

From: Alek [mailto:alek3773@gmail.com]
Sent: Saturday, October 08, 2016 11:19 AM
To: Coachella Valley Rail <CoachellaValleyRail@arellanoassociates.com>
Cc: Comments@dot.ca.gov
Subject: Coachella Valley - NOP scoping comments
Importance: High

Dear Mr. Yates:

Thank you for giving me an opportunity to state my comments - regarding the study of "**Coachella Valley – San Gorgonio Pass Rail Corridor Service Project**". I live in Los Angeles, however - due to my busy work schedule - will unable to attend the 10/17 meeting at MTA headquarters. Hence I'm putting my comments & suggestions in writing.

I travel to the Palm Springs area frequently, and am astonished to know that there is no reliable, direct service between L.A. and Palm Springs. Currently, Amtrak runs long-distance trains going only three times a week, and at extremely inconvenient times. Otherwise, twice a day there's a bus going to Fullerton (almost the opposite direction!) - then requiring a transfer onto a bus, taking people to Palm Springs / Indio. In other words, current Amtrak service to/from Palm Springs is beyond inadequate.

Sadly, Metrolink (regional train service) goes only as far east as San Bernardino, which is where my friend usually picks me up from...

Mind you, Palm Springs is one of California's top 7 destinations, and it's disappointing that no reliable service currently exists. Train service needs to be implemented between those two major destinations at 1 - 2 hours intervals at most.

Once regular train service is launched, reliable connection to/from the Downtown area of Palm Springs needs to be established. Current location of the Palm Springs station is too far from the city, making the to commute between downtown Palm Springs and the station very cumbersome. One of the two options need to be considered to resolve this "lack of connectivity" issue:

(**1**) A brand-new train station needs to be build in Downtown Palm Springs, which should be served by the to-be established train service; or

(**2**) Regular, frequent shuttle service needs to be established between the Palm Springs train station and downtown Palm Springs. The shuttles need to serve each arriving and each departing station; perhaps it could be one of Amtrak's Thruway Bus shuttles. Please note: connectivity to/from downtown area of Palm Springs will be crucial to guarantee good ridership on the train. Meaning, with reliable connection directly into the heart of Palm Springs - ridership will grow significantly. Remember, train service is a good alternative to driving, that's why - to guarantee passenger demand - connectivity to/from major cities/town, namely Palm Springs, is critically important.

Once again, I totally **support** implementing frequent & reliable train service between Los Angeles and Coachella Valley (with Palm Springs being the 1st priority station).

Thank you for reviewing my suggestions.

Sincerely,

~ **Alexander Friedman**
(323) 465-8511
1330 N. Orange Dr., Apt 106
Hollywood, CA 90028-7532

From: info@rctc.org [mailto:info@rctc.org]
Sent: Wednesday, October 12, 2016 9:15 AM
To: eechevarria@rctc.org
Cc: Cheryl Donahue
Subject: Coachella Valley Rail Contact Request

purpose: Add my contact information to the Coachella Valley Rail Project database
First_Name: Michael
Last_Name: Mazgai
Email: mmazgai@pacbell.net
Phone:
Address: 4648 Ladera Lane
Address2: Riverside
Zip: 92501
Comments: Hello, I am unable to attend today's meeting in Riverside so I am writing to you instead. I hope that the schedule of this new rail service will co-ordinate with the schedule of trains leaving the LA station for Central & Northern California too. This would encourage more passenger use to make these connections. Thank you. Regards, Michael Mazgai

-----Original Message-----
From: Chuck [mailto:ctcarter@hotmail.com]
Sent: Thursday, October 13, 2016 1:07 PM
To: Coachella Valley Rail <CoachellaValleyRail@arellanoassociates.com>
Subject: Indio to Union Station LA

100% In support of this. It would relieve traffic on the busy I-10, Hwy. 60 thoroughfares, promote additional growth in the Coachella Valley and increase tourism in Los Angeles. Can't wait. Please railroad this one through.
Charles Carter

Sent from my iPhone

From: Robert J. Yates [mailto:ryates@RCTC.org]
Sent: Monday, October 17, 2016 5:16 PM
To: Cheryl Donahue
Subject: Fwd: Great Frustration with RCTC

Robert J. Yates
Multi Modal Services Director
951-787-7905

www.IECommuter.org
www.IE511.org

From: Dan Cook <rivron513@gmail.com>
Date: October 17, 2016 at 12:31:05 PM PDT
To: <ryates@rctc.org>
Subject: Great Frustration with RCTC

I have been waiting years for rail service to begin here in La Quinta California Indio area, still no rail…..why not? The Indio Calif station was built but corruption and pay-outs were the usual Democrat way to get their share of Govt. money. Still no rail and if you have ever seen the Palm Springs rail station it is a disgrace, 1st why even build one there where homeless people completely destroyed the bathrooms and surrounding facility, no taxi service no nothing surrounding this station and trains only arrive at 2a.m. in morning. I am closer to Indio Calif station and would prefer using this facility, year after year of delays and yet the people wait to see a train stop here for the community. I encourage you to find a solution to this dilemma this year would be nice. Daniel Cook La Quinta Calif.

Elsa Argomaniz

From: gdemond@aol.com
Sent: Monday, October 17, 2016 10:05 PM
To: Coachella Valley Rail
Subject: Proposal for Coachella Valley Rail

Follow Up Flag: Follow up
Flag Status: Flagged

As a resident of La Quinta, I wish to lend my voice of support for rail service to the Coachella Valley. For too long residents have been inconvenienced by hoards of visitors to the desert where the traffic is often becoming unbearable. Furthermore, we often travel to Riverside, Orange County and Los Angeles and would welcome the opportunity to take a train instead of sitting in freeways that are often clogged with traffic. I believe that the train should operate three times a day in season and two times a day off season, be extended to a terminal in Coachella along with stops in Indio, Palm Desert by the Aqua Caliente casino, Palm Springs, near the Morongo Casino / Cabezon outlet stores, Beaumont/Banning, Redlands/Loma Linda, Riverside, Corona, Fullerton and on to Los Angeles. Perhaps it should be considered to have one, or more, of the trains break off cars in Riverside or Corona and continue on to San Diego while the remainder of the train continues on to Los Angeles. For too long Coachella Valley residents transportation needs have been ignored and I am pleased that a rail proposal is finally being considered. Hopefully one day such service will be extended to Phoenix/Tucson.

Best regards,

Gorton De Mond
La Quinta, CA

From: julianne elliott <madreypapel@gmail.com>
Sent: Monday, October 17, 2016 8:31 PM
To: Coachella Valley Rail

Follow Up Flag: Follow up
Flag Status: Flagged

I grew up in the Coachella Valley (1962-1976) then returned as an adult (1994-now). I love the area BUT I don't love that it is 2+ hours from LA, Orange County, and San Diego. I have taken the bus/Amtrak to LA a couple of times...which sucks up much of a day.

Please can we have a faster way to get to these Meccas which don't require me to drive?

From: Michael Hayes <michael.hayes@partisan.la>
Sent: Monday, October 17, 2016 7:24 PM
To: Coachella Valley Rail
Subject: Los Angeles - Indio Rail connection

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I support the furthering of our rail network in Southern California to extend train trips from Union Station to Indio for the following reasons.

Environmental responsibility - reducing carbon emissions for hundreds of would be drivers to and from Social improvements - the foundation for train stations to serve as a hub for multimodal transit and communal spaces for travelers (assuming transit oriented development occurs at stations to cater to pedestrians instead of vehicles) Safety benefits - the road is a dangerous and unpredictable place, especially on festival weekends when partygoers are encouraged to consume "judgement altering substances" Conversely, there could be some appeal for casual travelers to use the train as a party bus to Palm Springs or Coachella

I think for the system to be effective and utilized, it would need at least 2 roundtrip journeys every day (morning and evening) with the option to increase to 3-4 on weekends or festival weeks. It is critical to provide adequate service on the line otherwise it's far too easy for travelers to opt for something more convenient and quicker regardless of traffic.

I would gladly take the train more often if service was more consistent. The only thing that has ever deterred me from riding rail in Southern California is infrequent service, not cost, not location, not inconvenience.

Thanks,

-Michael James Hayes

From: Teresa Adams-Ridila <tadamsridila@dc.rr.com>
Sent: Monday, October 17, 2016 9:16 PM
To: Coachella Valley Rail
Subject: Railway IndiotoLA

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Yates-
Please help to expedite railway from Indio, CA to LA. This would offer more travel options for us out here in the Coachella Valley.

Thank you.

Teresa Adams
Palm Desert, CA

From: Anne Taylor-Loughran <aetaylor1@yahoo.com>
Sent: Tuesday, October 18, 2016 9:40 PM
To: Coachella Valley Rail
Subject: Yes on the train!

Follow Up Flag: Follow up
Flag Status: Flagged

Make it happen - LA to the desert/Indio. We need it! Do it!

Anne Taylor-Loughran
aetaylor1@yahoo.com

From: Blake Alexander <bmisajet@gmail.com>
Sent: Tuesday, October 18, 2016 5:38 PM
To: Coachella Valley Rail
Subject: PSP - LA Train Service

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Yates,

I wasn't able to make the meeting yesterday regarding the Palm Springs to LA train, so I'd like to go ahead and add my comments via email.

I commute often from The Coachella Valley to LA for business and to visit family, and I take transit whenever possible. I estimate that i've taken rail to and from the Coachella Valley approximately 45-55 times over the past two years.

The issues that prevent me from taking the train exclusively are the obvious ones — the train only runs certain days and at inconvenient times. I think that, at the very least, we would need a train that would leave Palm Springs and arrive in LA during the morning rush hour, and one that would leave LA after business hours and arrive in PS in the evening, effectively making Palm Springs a far commuting suburb.

I've also often done the reverse commute, so if possible I'd like to see a train arrive in Palm Springs in the morning, as well as leave PS in the early evening. Obviously, the more time options the better. I think that at the very least, we need a train going both directions, twice a day, to allow for same day round-trips.

Looking forward to taking the train soon!

--
Blake Alexander
310-483-0731
213-999-2609
Bmisajet@gmail.com

From: Eliza Echevarria Perez [mailto:eperez@rctc.org]
Sent: Tuesday, October 18, 2016 9:33 PM
To: Cheryl Donahue
Subject: Fwd: RCTC: Contact Form

This is a comment for the CV Rail Project. Are you the point person for collecting the comments? Or is it Robert Yates?

Eliza

Begin forwarded message:

From: Lupe Garibay <lgaribay@RCTC.org>
Subject: FW: RCTC: Contact Form
Date: October 18, 2016 at 5:41:37 PM PDT
To: Eliza Echevarria Perez <eperez@rctc.org>

Hi Eliza,

This came in regarding the train to Indio.

Thank you,

Lupe Garibay

Riverside County Transportation Commission
4080 Lemon Street 3rd Floor
Riverside CA 92501
951 787-7141

-----Original Message-----
From: Website Submission [mailto:website-submission@rctc.org]
Sent: Tuesday, October 18, 2016 4:46 PM
To: Lupe Garibay <lgaribay@RCTC.org>; geomaillogs@gmail.com
Subject: RCTC: Contact Form

First Name: Gennaro
Last Name: Pupa
Organization: Mr.
Phone Number: 3103187101
Email: Jerrypooboo@gmail.com
Check here if you would like to receive RCTC's monthly E-Newsletter - RCTC On The Move. 1 Street Address: 629 n paulina ave
Apt/Suite:
City: Redondo beach
CA
Zip Code: 90277
Yes,I am all for the train from LA-INDIO

From: Chris C <c.cuatt@gmail.com>
Sent: Wednesday, October 19, 2016 11:47 PM
To: Coachella Valley Rail
Subject: Questions about possible amtrak service to Indio?

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Mr. Robert Yates,

I am a amtrak traveler have a couple of questions about the possible amtrak service from LA to Indio. If this were to happen, do you know what station stops would be along the route? Also would there be 2 trains daily in each direction or 1 in each direction?

Sincerely,
Christopher Cuatt

From: Nancy Holland <nancyc@hkagroup.com>
Sent: Wednesday, October 19, 2016 2:29 PM
To: Coachella Valley Rail
Subject: Coachella Valley - San Gorgonio Pass Rail Corridor Service Project

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

Is there any way, besides Facebook, to track this project?

Please do not hesitate to call if you have any questions.

Nancy (Cooper) Holland
Hernandez, Kroone & Associates
(909) 884-3222 – ext 104
Direct (909) 382-9456
www.hkagroup.com

From: Blair Jockers [mailto:bj90017@gmail.com]
Sent: Tuesday, November 01, 2016 10:57 AM
To: Coachella Valley Rail <CoachellaValleyRail@arellanoassociates.com>
Subject: Rail Service to Coachella Valley

Good morning,

I noticed you are considering attempting to improve rail service to the Coachella Valley from Los Angeles and are gathering input.

I would strongly favor such a plan. The current Amtrack service eastbound from L.A. provides only one stop per day in Palm Springs, at a very inconvenient time. My husband and I own a weekend place in Palm Springs and would, along with many of our neighbors, spend much more time in the desert if there was a way to avoid the ever-worsening traffic on the 10 and 60 freeways.

More folks for longer stays in the Valley would surely be a boost for the economy there, which is largely tourism-based, and would encourage those who work in Los Angeles to consider the Valley as a full-time home, which would improve property values and encourage growth.

I hope we can find a way to make this happen.

Thank you,

Blair Jockers

From: John Ullcott <ullcott@yahoo.com>
Sent: Thursday, November 10, 2016 12:36 PM
To: Coachella Valley Rail
Subject: CoachellaValleyRail Offical Comments
Attachments: Coachella Valley Rail Project Official Comments.doc

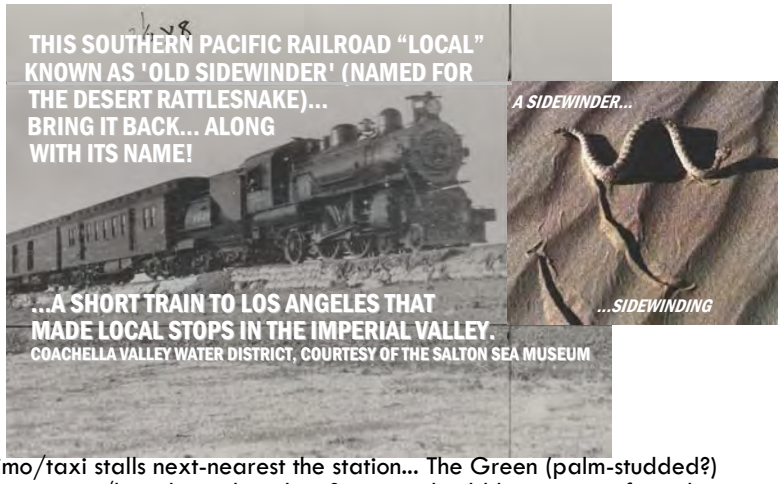
--- On Thu, 11/10/16, John Ullcott <ullcott@yahoo.com> wrote:

> From: John Ullcott <ullcott@yahoo.com>
> Subject: CoachellaValleyRail Offical Comments
> To: "ullcott@yahoo.com" <ullcott@yahoo.com>
> Date: Thursday, November 10, 2016, 11:16 AM
>

GreenLight Transit
Post Office Box 7232
Van Nuys, CA 91409

Dear RCTC;
Official comments on proposed LA-to-Coachella Valley Rail Service:

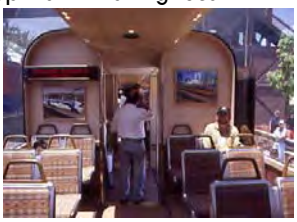
1. RE: PRESENTATION OF DEFINITE SERVICE EXTENSION PLANS TO PHOENIX, AZ: Your boards used a double-negative to explain (words to the effect "...the project should not preclude...") No, this study should say explicitly: "THIS PROJECT IS PLANNED TO CONNECT L.A. TO PHOENIX, AZ to serve the largest Metropolitan Planning Area in the U.S. = 4,500,000(metro) potential riders that are not directly served by an Amtrak train." A poor excuse for a real Phoenix Union Station (un-served since 1996, shown at right, above) is Maricopa, AZ: Pathetically inadequate, too far away from anything important by transit or car, where Amtrak station stops foul local grade crossings; it's not something Union Pacific Railroad (anticipating 100-to-130 of its own trains/ day on this route in the near future) should tolerate much longer! The answer is not Union Pacific's old one (dump Amtrak), but dump Maricopa as Phoenix' main-line rail station... It's much more likely the project will thrive if it has 2 anchor cities feeding it at both ends... Even better if service is studied to maximize ridership by extending THROUGH these anchor stations to points beyond (west through L.A. Union Station to Ventura or Santa Barbara desires commuter frequencies of regional rail service... & north through to Tucson... adding stations-pairs increases ridership exponentially.)



...So let's say "Indio is NOT going to be 'The End'; but only a 'Temporary East Terminal' or 'Phase 1' of L.A.-to-Phoenix service via Palm Springs & Indio." This study should design-in rail siding space next to Indio station for "short-turn" trainsets (how many railcars for projected ridership at maximum holiday periods?) to layover near the main line (before returning to L.A. or Phoenix). General Planning & right-of-way acquisition should be finished NOW to include L.A.-to-Phoenix features! Comments from an R.C.T.C. Representative at the L.A. meeting asserted A. "Phoenix is looking East (Tucson) for Amtrak connections, rather than West (Los Angeles via Indio)"... That's true, but unlike this proposed Coachella Valley service, THERE'S NO BUDGET OR TIMELINE FOR THAT ARIZONA D.O.T. STUDY! He also said B. "Riverside County does not have the authority to work with the State of Arizona"--*but that's completely NOT true*: "Regional Compacts" are exactly what & who George Bush Jr.'s managers designated to dump responsibility for all Amtrak trains... except "Long Distance" (750+ mi.) ...onto States & Regions to pay for (P.R.I.I.A. Sect. 208)! Until his cursed artificial tiering of Amtrak can be overturned, we should boldly include Arizona D.O.T., & Phoenix on the list of lead agencies to make sure a Phase 2 Amtrak train extension to AZ is reality sooner than later!

2. RE: DESIGN FOR EFFECTIVE FEEDER SERVICE: The Service Area map is a freeway map that didn't even label Indio, show mileage or tracks, whose boundary nearly reaches the Salton Sea... Why is NO AGENCY FROM IMPERIAL COUNTY invited onto the sponsoring-agency list, to bring more feeder service (extending municipal bus routes, if not rail) to/from El Centro, CA (pop. 43,000)/Mexicali, BC (MEX)(=997,000 metro), or Yuma, AZ (= 93,000)? Getting them in the process is needed ASAP to guarantee buy-in & later success. Because trains & tracks can't move easily, a (phased) Indio station needs to be built at what appears to be a former railyard in a curve at the east end of S.R. 111, (where Sun Line's bus route 111 turns south to Coachella, near an old hardware store)- This would be the ideal spot for a great Transfer station/ Layover Zone for Sun Bus/ Sun Lines 54, 80, 90, 91, 95, & 111)- that need to move only a short way from their present ends at Flower Street... along with Greyhound/other regional or long-distance bus lines). The Transfer station must prioritize cross-platform boarding from rail-to-bus, then limo/taxi stalls next-nearest the station... The Green (palm-studded?) an oasis w/bicycle parking lots & routes should be next out from the station, putting private autos & auto parking spaces (existing) on the far side of the park... the most successful stations follow this pattern... The building(s)' water fountains & toilet rooms must be open ALL hours trains or buses run there, & some choice of coffee shop/licensed food cart vendors/ commissary or restaurant service (like Indio specialty Date Shakes -hard to find these days-)/ should be open to cover most of those hours. Other priority facilities at the station could include: baggage-handling staff, travel advisor cross-trained with all local agencies to assist with schedule/map/ ticket questions &/or ticket sales... a tourist bureau/public lands maps/info center (for Joshua Tree, etc.)/a travel agency, conference rooms for rent, public bicycle & car rental agency, etc. For best results, all on-line cities (Palm Springs, Indio, etc.) should OWN THEIR OWN STATION FACILITIES, with an easement for each company or transportation entity using the property... Though Stations will be detailed later in this process, enough Shade, wind/rain Shelter, & Interior Space must be allotted for both initial size & blocked out for maximum build-out.)

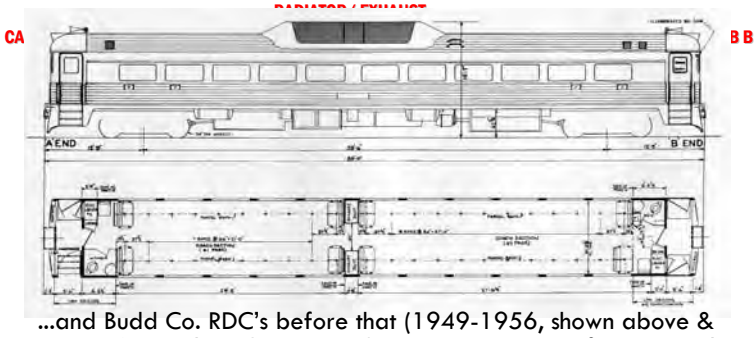
3. RE: STATION AREA INFRASTRUCTURE TO BE ACCOMODATED should include: provisions for switching & holding Coachella Valley railcars at Indio station, to be coupled onto Amtrak's Sunset Limited or other Arizona train (see 1. & 4.) East-bound's fine... but since west-bound Sunsets often run hours late, this infrastructure should ALSO be designed to hold (with boarding platforms) a west-bound Coachella Valley train to leave ahead of it (as a "sweep train" making local stops so the Sunset or Phoenix train doesn't have to). Also, keep the new trains running even on the days the Sunset Limited doesn't.



COLORADO RAILCAR TOUR
PHOTOS, CHRIS GUENZLER (2003)

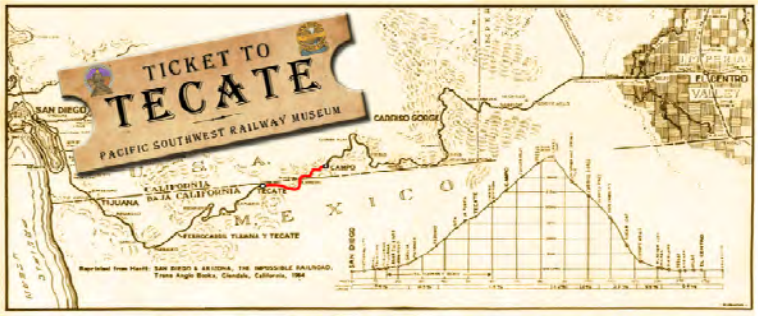
4. TO MAKE PASSENGER SERVICE VIABLE on a relatively low-ridership line ONE STUDY OPTION SHOULD BE THE RE-HAB OF-; OR NEW ORDER FOR 2-4 SELF-PROPELLED RAILCARS (f.k.a. "doodlebugs", a.k.a. Rail Diesel Cars="RDC") that could pull

unpowered coaches/diners/sleepers, & run push/pull when bracketed by a Cab Car on the other end without turning... instead of traditional locomotive (with high operating costs to push/pull only a few coaches). The last in the US were built by Colorado Railcar for Oregon's Tri-Met (early 2000's, the blue/white/yellow pair shown on the prior page)...



...and Budd Co. RDC's before that (1949-1956, shown above & prev. page) to reduce Operating & Maintenance costs for service that might otherwise be too marginal to survive its startup. Powered by bus/truck engines below the car floor, (by engines that could today be exactly the same as, & fueled the same way as engines in local bus or truck fleets); savings for offsite fueling/servicing at any such bus-yard or truck-stop having an on-line rail siding may be considerable. Also they could be (re)powered to replace a "booster" (RDCs up to 500hp from the factory; Colorado Railcars up to 1,200hp), or even powered as hybrids, to help get a longer train (i.e. The Sunset Ltd.) moving over grades without an extra locomotive along, while providing extra passenger seats (needing a boarding platform, which could affect the layout of the station & carbarns). Colorado Railcars (on Page 1) show 2 versions of streamline front ends, but a square-end cab-control walk-thru coach (subway style- similar to the Budds on this page) is also compatible for coupling w/ diaphragms to other passenger cars (Amtrak/commuter/private varnish) cars for walk-thru in-train... Other platforms can be engineered to include low-floor, single level full dome, high-level (Superliner style), & porch-size open obs. Styles.

Note that (unlike Colorado Railcar/US Railcar) *neither other "diesel light rail" trainset* in California (like Oceanside-Escondido's "Sprinter", nor Sonoma-Marin (S.M.A.R.T.)) *have "Main-Line" compatibility*. Not only can't they pass F.R.A. locomotive crash standards required for "Main Line" inter-operability with freight/commuter/Amtrak railroads, but their floors heights & widths aren't compatible with Amtrak in-train, and doors fall short (huge gaps!) of commuter platform edges.



5. RE: BI-NATIONAL RAIL TOURS TO THE SOUTH & WEST: this project's station design should also broadly reserve track space for future potential rail tours in the region after the bi-national freight/passenger railroad Pacific Imperial Railroad (f.k.a. Carrizo Gorge Railway) completes its repairs to reopen its scenic El Centro-to-San Diego line via Campo, CA (Pacific Southwest Railway Museum to Tecate, BC, (MEX) tequila distillery... see map segment on future ticket above- likely to be popular again), Tijuana, BC, (MEX)(tourist destination), & San Ysidro, CA (beginning of San Diego Trolley Blue Line). Pacific Imperial celebrated its reopened work with a public rail tour over the western end in summer 2016.

6. RE: ALTERNATING ROUTES BACK TO L.A.U.S. TO EXTEND THE SERVICE REACH TO MORE PASSENGERS: If more than 1 Round Trip per day is considered, study running the 2nd Round Trip back by another route... A. The first Round Trip each way SHOULD always sweep for The Sunset Limited (see 3.), & fill that same time-slot for consistency, even on days the Sunset doesn't run. But for a 2nd Round Trip, B. Study the effect on ridership of running MetroLink's "91 Line" back to LA Union Station via Fullerton, so passengers can transfer to MetroLink trains (going south & north) there. C. If that works, study sending a 3rd or 4th Round trip (thru-cars, or self-propelled- see 4.) south down the Coast Main Line to Oceanside... i. To sweep for Amtrak Surfliners so Surfliners can be returned to running faster limited-stop service south of Oceanside- as they did until recently, OR ii. meet North County San Diego (NCTD)'s Coaster commuters there, iii. as well as NCTD's Sprinters to Escondido. D. And call the festival promoters of "Coachella", "Stagecoach", "Desert Trip", etc. & ask them where their patrons are coming from, & how you can help them "go by train"... remember, adding stations-pairs increases ridership exponentially.

7. RE: HIGH COSTS? ~$3,000,000 FOR THE STUDY? PLUS UNION PACIFIC RAILROAD (U.P.) DEMANDS ~$750,000,000 to build sidings, signals, etc. to accommodate LA-Indio passenger trains? Ok, considering that's only the cost of a Mile & a Half of LA County MTA's Purple Line Subway (& remember a Mile = only 5,280 Feet), is that such a king's ransom? Clearly this is U.P.'s high-bid bargaining chip for starting negotiations... So let's pay it, and then for such wonderful infrastructure we've built for them that improves traffic flow (for their own trains too), then let us *DEMAND U.P. GIVE TOP PRIORITY DISPATCH FOR ALL PASSENGER TRAINS: >95% On-Time Performance (OTP)* for Coachella Valley trains & The Sunset Limited! As a Common Carrier, they're supposed to prioritize passengers anyway... and Congress is supposed to be enforcing it anyway...!

SUNSET LIMITED

Los Angeles • Tucson • San Antonio • New Orleans • Jacksonville • Orlando

2	◄ Train Number ►					1
As indicated in column	◄ Days of Operation ►					As indicated in column
Read Down	Mile	▼		Symbol	▲	Read Up
9 55P SuTuFr	0	Dp	Los Angeles, CA ● (PT)		Ar	7 10A FrSuTu
10 55P SuTuFr	33		Pomona, CA	●		5 32A FrSuTu
11 05P SuTuFr	39		Ontario, CA	●		5 22A FrSuTu
12 32A MoWeSa	106		Palm Springs, CA ●	●		3 52A FrSuTu
1 00A MoWeSa	129		Indio, CA (PT)	●		3 22A FrSuTu
2 55A MoWeSa	251		Yuma, AZ (MST)	●		1 32A FrSuTu
Ⓜ	416		Maricopa, AZ			Ⓜ
Ⓜ 7 40A MoWeSa	502		Tucson, AZ ● 🚌 Ⓜ Phoenix—see page 45			Ⓜ 9 32P ThSaMo
Ⓜ 8 40A MoWeSa	549		Benson, AZ (MST)	●		Ⓜ 8 07P ThSaMo
11 40A MoWeSa	665		Lordsburg, NM (MT)	●		7 02P ThSaMo
12 35P MoWeSa	724		Deming, NM	●		6 07P ThSaMo
2 50P MoWeSa	812	Ar	El Paso, TX ● (MT)		Dp	4 37P ThSaMo
3 10P		Dp	(Ciudad Juarez, Mex.)		Ar	4 10P
7 55P MoWeSa	1030		Alpine, TX (Big Bend Nat'l Park) (CT)	●		1 12P ThSaMo
9 46P MoWeSa	1122		Sanderson, TX	●		11 05A ThSaMo
12 25A TuThSu	1247		Del Rio, TX	●		8 30A ThSaMo
4 00A TuThSu	1417	Ar	San Antonio, TX ●		Dp	5 35A ThSaMo
4 35A		Dp	🚌 Laredo—see page 45		Ar	4 45A
9 35A TuThSu	1627	Ar	Houston, TX (Galveston)		Dp	11 35P WeFrSu
9 53A		Dp	🚌 Dallas—see page 45 ●		Ar	11 18P
11 43A TuThSu	1709		Beaumont, TX (Port Arthur)	●		8 58P WeFrSu
1 06P TuThSu	1771		Lake Charles, LA	●		7 29P WeFrSu
2 46P TuThSu	1845		Lafayette, LA	●		5 18P WeFrSu
3 14P TuThSu	1863		New Iberia, LA	●		4 51P WeFrSu
4 41P TuThSu	1934		Schriever, LA (Houma/Thibodaux)	●		3 25P WeFrSu
7 15P TuThSu	1990	Ar	New Orleans, LA ●		Dp	2 05P WeFrSu
8 15P		Dp	🚌 Baton Rouge—see page 45		Ar	1 10P
9 27P TuThSu	2047		Bay St. Louis, MS	●		9 52A WeFrSu
9 49P TuThSu	2061		Gulfport, MS	●		9 30A WeFrSu
10 06P TuThSu	2074		Biloxi, MS ●	●		9 13A WeFrSu
10 29P TuThSu	2094		Pascagoula, MS	●		8 51A WeFrSu
11 31P TuThSu	2134		Mobile, AL			8 14A WeFrSu
12 24A WeFrMo	2179		Atmore, AL	●		7 05A WeFrSu
2 15A WeFrMo	2232	Ar	Pensacola, FL		Dp	5 43A WeFrSu
2 25A		Dp			Ar	5 33A
3 26A WeFrMo	2288		Crestview, FL (Ft. Walton Beach)	●		4 24A WeFrSu
4 45A WeFrMo	2354		Chipley, FL (Panama City) (CT)	●		2 55A WeFrSu
7 55A WeFrMo	2441		Tallahassee, FL (ET)			1 52A WeFrSu
9 15A WeFrMo	2495		Madison, FL	●		12 39A WeFrSu
10 05A WeFrMo	2546		Lake City, FL (Gainesville)	●		11 39P TuThSa
11 45A WeFrMo	2623	Ar	Jacksonville, FL		Dp	10 37P TuThSa
12 10P		Dp			Ar	10 22P
1 13P WeFrMo	2681		Palatka, FL	●		8 37P TuThSa
1 58P WeFrMo	2733		DeLand, FL (Daytona Beach ●)			7 51P TuThSa
2 21P WeFrMo	2749		Sanford, FL	●		7 32P TuThSa
2 45P WeFrMo	2766		Winter Park, FL			7 08P TuThSa
3 20P WeFrMo	2770	Ar	Orlando, FL (Walt Disney World®) ● 🚌 Tampa, St. Petersburg—see page 45		Dp	6 50P TuThSa

Train 22 provides additional service between Los Angeles and San Antonio—see page 45

Train 21 provides additional service between San Antonio and Los Angeles—see page 45

IT'S A TRANSCON, BUT PHOENIX UNION STATION'S ALREADY ABANDONED...

Thank you for the opportunity to participate in this important new passenger rail service- that's not just focused on the west coast!

(John Jay Ulloth) (James Henry Washington, Jr.)

November 10, 2016

Mr. Robert Yates
Multimodal Services Director
Riverside County Transportation Commission
P.O. Box 12008
Riverside, California 92501

Sent via email

Re: Coachella Valley-San Gorgonio Pass Rail Corridor Service

Dear Mr. Yates,

On behalf of the undersigned organizations, we request the Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission to study certain aspects and effects of the proposed intercity rail service, including extending the service to North Shore, near the Yacht Club Community Center near the Salton Sea. Below, we outline several recommendations as you move forward with this process.

We request that the Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission study the option of extending the rail service to North Shore near the Yacht Club Community Center. As the communities of North Shore, Mecca, and Thermal undergo more development, it is imperative that you consider extending the corridor to North Shore.

The proposed intercity passenger rail could serve as an important mode of transportation for Coachella residents who lack access to medical services, employment and educational opportunities in the communities in which they live. We urge you to see this project more than a means of transportation for leisure and tourism, but rather as a mode to increase the economic growth of the Coachella Valley, by insuring this investment primary beneficiaries include the residents of the Coachella Valley.

It is imperative to conduct a study on how this rail can benefit the Coachella Valley, specifically the East Coachella Valley, to determine the increased access to education, employment, and medical services. We ask this be included in the Joint Program EIS/EIR.

Not only are transportation options for the residents of these communities limited, but this rail service would also serve to reduce greenhouse gas emissions, an important goal of the State. Currently, residents must travel up to an hour by car to access basic services and amenities. By

extending the rail, it will insure residents of the Eastern Coachella Valley have affordable transportation service and it will improve their regional ability to travel within the Valley.
We must look at this project more holistically and innovatively – this rail can help flourish the future economy of the unincorporated communities if we are able to think of this project more holistically. The rail must not be limited to the connection to the Los Angeles Union Station, but rather must be used to connect Coachella Valley residents to other communities and cities between the Coachella Valley and Los Angeles Union Station.
Residents of the East Coachella Valley must be included and engaged in the development of the rail service. Meetings open to the public at accessible times and places with accessible languages must be included in the planning process to gauge the interest of residents affected by the service as the service levels, route models, station catchment areas, and connectivity are identified. We are more than willing to work with you to ensure that the community is involved in this process going forward.

Additionally, we request that you create a Citizens Advisory Committee for this project and include at least two representatives from each of the communities in the Coachella Valley.

Furthermore, we are concerned that this study is not addressing the potential impact with the population growth in the proposed corridor. This requires adequate land use and zoning to ensure affordable housing, and infrastructure for water supply and sanitation. Coordination with Riverside County TLMA and the Coachella Valley Water District, among other agencies, is critical for the development of this endeavor.

* * * * *

We thank you for the opportunity to provide comments on the Coachella Valley – San Gorgonio Pass Rail Corridor Service. Questions or concerns regarding this letter can be directed to Mariela Magana, Policy Advocate, Leadership Counsel for Justice and Accountability at (760) 619-7524 or mmagana@leadershipcounsel.org.

Sincerely,

Mariela Magana, Policy Advocate
Leadership Counsel for Justice and Accountability

Chelina Odbert, Executive Director
Kounkuey Design Initiative

Sergio Carranza, Executive Director
Pueblo Unido CDC

Silvia Paz, Director
Building Healthy Communities Coachella Valley

Suguet Lopez, Executive Director
Organización en California de Líderes Campesinas, Inc.

Maribel Nunez, Director
California Partnership

Amber Anaya, Program Manager and Editor
Coachella Unincorporated Inc.

From: Ron Roy <rroy310@gmail.com>
Sent: Thursday, November 10, 2016 3:42 PM
To: Coachella Valley Rail
Subject: CVR: NEED FOR ALAMEDA CORRIDOR AND RAIL TO ONTARIO AIRPORT.
Attachments: PROPOSED ROUTE EMPHASIZING UPRR ALHAMBRA SUB.docx

To whom it may concern:

Re: Coachella Valley San Gorgonio Pass Rail Corridor Service:

I'm objecting to the proposed route at the point it goes from Colton to Riverside and then onwards to LA.

As a Pass Area resident (Beaumont), my, and my families, rail transit needs would be much better served if the rail service connected to Ontario Airport via the Alameda Corridor Route. We would like a rail stop near the intersection of Desert Lawn Dr. and Oak Valley Parkway (see attached) This would give us a very convenient transit stop to park our car and board the train on the way to our work and recreation commutes to Ontario Airport, Monterey Park, Pasadena (via San Gabriel Mission Stop), and DTLA. We and our friends use Ontario Airport for 90% of our air travel. We also commute to the Pasadena Area weekdays for work. The Alameda Corridor is a much more direct service. I would like a rail stop, not only at Ontario Airport (Near I10), but also near the San Gabriel Mission as a stop there put's us less than 3 miles from our employers. This would also give improved access to and from the Monterey Park Community which we visit for cultural enrichment/recreation, is a rail transit desert.

Given, once this rail service is operational, its benefits will last for up to 1/2 century. Rail Projects (Cal High Speed Rail) always run over budget. I've received a reply from an individual in your agency that this route might be $160 million over the Riverside Line Route. With all due respect, when looking at large transit projects (Century Freeway: LA County mass transit system), $160 million is a very small amount to pay to give speedy access to millions of people in the San Bernardino, Pomona, and San Gabriel Valleys and would drastically reduce congestion on I10 and I210 and provide critical linkage to Ontario Airport and Pasadena. There is a greater population in the above referenced valleys, than along the ill-conceived and currently proposed Riverside Line Proposal. I'm concerned that due to the ethnic populations in the Pomona and San Gabriel valleys, the Riverside Line Proposal is in fact an example of public works discrimination, cutting off critical rail access to Ontario, Pomona, San Gabriel Populations based on Race and Ethnicity. This form of discrimination would be most egregious in the Monterey Park Area and Alhambra areas.

Attached please find my proposed route and stops.

I look forward to your earliest reply.

Thank You
Ron Roy
Beaumont

ROUTE EMPHASIZING UNION PACIFIC RR ALHAMBRA SUB

MAP OF EXISTING RAIL SERVICES THROUGH PASS

* Not all potential stations will be needed; construction and alignment alternatives will be determined in the future.

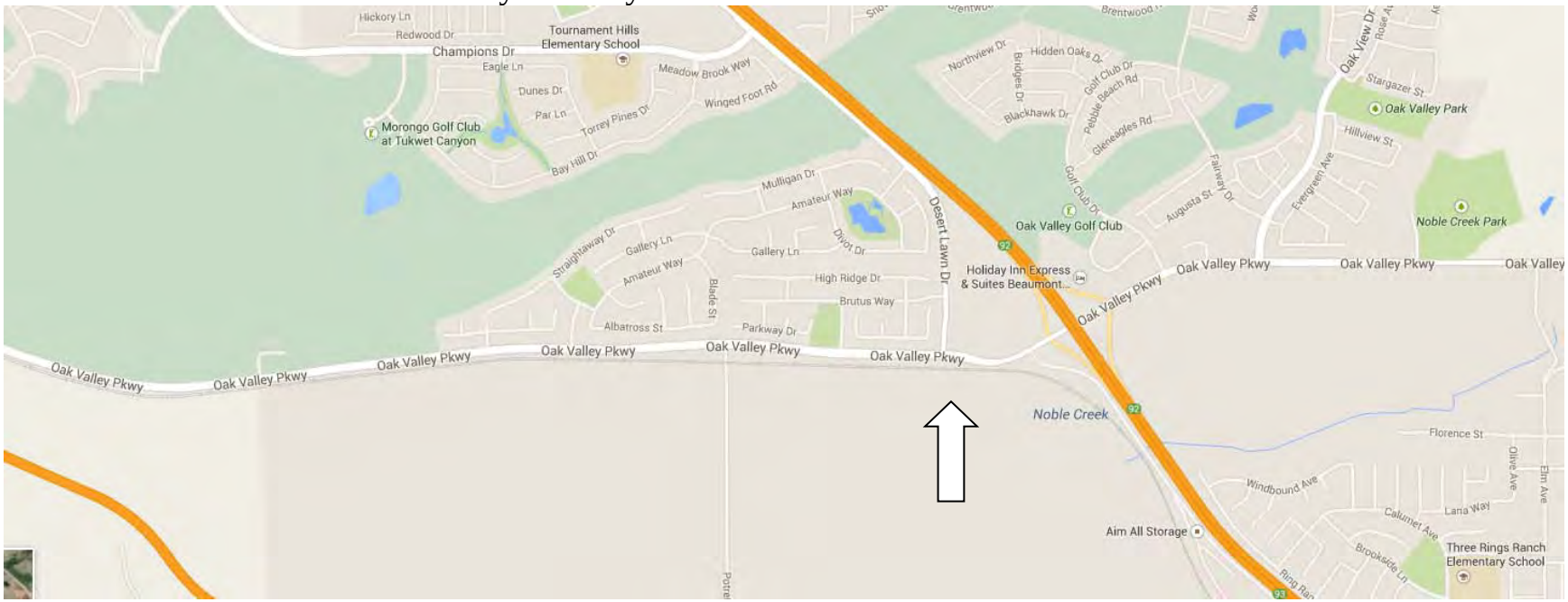
http://rctc.org/uploads/media_items/rctc-coachella-grant-existing-train-map.original.jpg

Please note: CVSGPRS should consider the following route to connect with Ontario Airport, Pasadena and surrounding San Gabriel Valley Communities

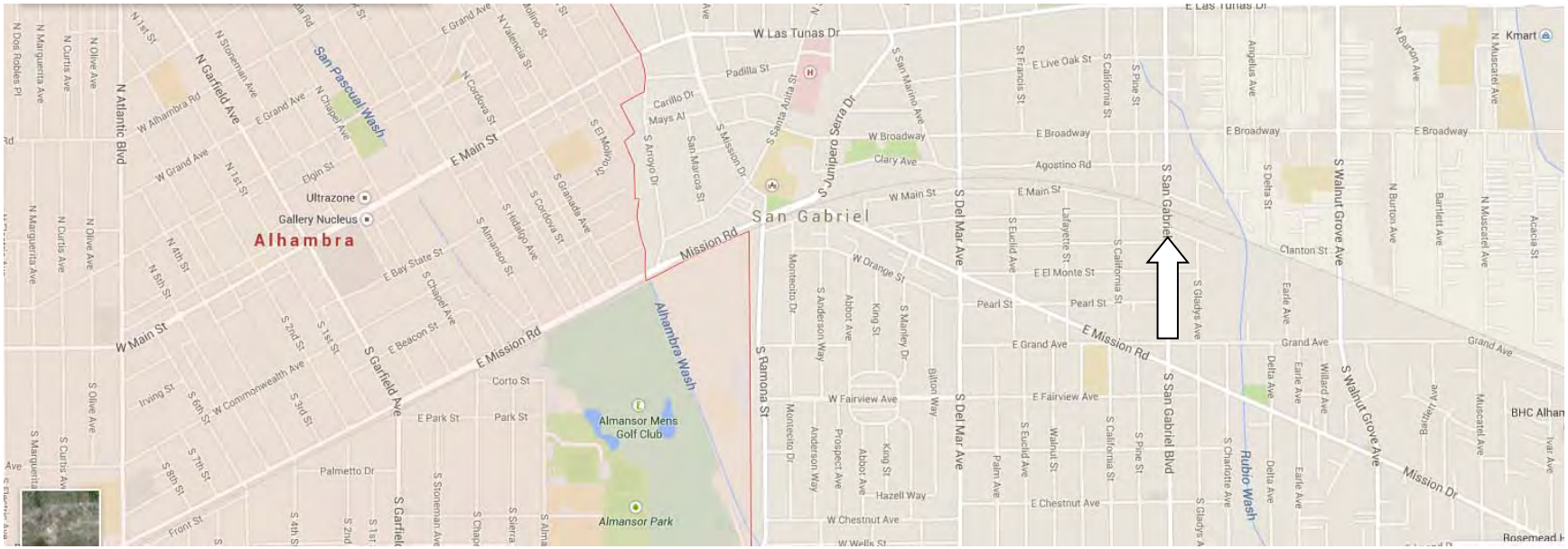
1. Union Pacific RR Yuma Sub (Purple)
    - Add a Beaumont Station at Oak Valley Parkway and Desert Lawn Dr. (SEE MAP: BEAUMONT STATION)
2. Union Pacific RR Alhambra Sub (Green)
    - Add an Ontario airport station
    - Use Pomona Station

- Add a San Gabriel Station at San Gabriel Blvd to service Pasadena area and surrounding San Gabriel Valley foothill communities (SEE MAP:PASADENA/SAN GABRIEL VALLEY STATION)
  - Coordinate with local transit providers (such as ARTS) for convenient transfers/connecting bus service to surrounding communities
- Reach final destination at Union Station

BEAUMONT STATION: Oak Valley Parkway and Desert Lawn Dr.



PASADENA/SAN GABRIEL VALLEY STATION



From: Ron Roy [mailto:rroy310@gmail.com]
Sent: Thursday, November 10, 2016 4:03 PM
To: Coachella Valley Rail <CoachellaValleyRail@arellanoassociates.com>
Subject: Carrie Schindler arguing $130 million

To whom it may concern:

Please note I'm upset because the transit agencies are showing a complete lack of imagination in overcoming obstacles they've stated in the following paragraph.

"Alternative Alignments 4 and 5 present environmental concerns including a high percentage of residential and commercial property acquisitions. In addition, technical issues requiring significant engineering and construction expenditures to provide additional track capacity and connections to accommodate these alignments become troublesome. Both of these factors result in significant additional costs, $130 million to $160 million, above the base line estimate for this proposed project. "

Since when has "residential and commercial property acquisitions ever stopped a California commuter rail project? Also, Ms Schindler failed to demonstrate that the percentage of residential and commercial property acquisitions for the Riverside Line Route was significantly less than the Alameda Corridor Route (for example less than $200 million from that of the Alameda Rail Corridor route).

Also is the commission considering utilizing portions of the I10 right-of-way, or the California High Speed Rail right-of-way, or the Metrolink San Bernardino Line right-of-way for parts of the route?

The political motivations of the committee, cause a committee composition that discriminates against Pomona Valley and San Gabriel Valley representation, and favors Riverside Area.

Here is my prior email contact regarding Coachella Valley Rail on January 14, 2016 and January 15, 2016 with Carrie Shindler.

> Dear Ms. Schindler
>
> As a resident of Beaumont in the San Gorgonio Pass, I was initially exited when I learned that a proposed Amtrak route would originate in the Coachella Valley, make a stop in the San Gorgonio Pass and then take passengers all the way to Downtown Los Angeles (DTLA).
>
> Unfortunately I later was disheartened when I found out that the proposed Amtrak Route (patterned in many ways after the LOSSAN serivice from San Diego to DTLA), being approved at the date of this email, will run through Riverside and Orange County to get to DTLA rather than achieving a much more direct route: Alternative 5 which is known as the Alameda Corridor.
>
> My family's professional and cultural lifestyle is such that we virtually never go to Orange County. When we leave Riverside County 90% of our travels take us to either San Bernardino Valley, the foothill communities that stretch from Rancho Cucamunga to Altadena (including Pasadena), and the Westside and San Fernando Valley. Also when we use air travel we use Ontario Airport almost exclusively.

Given our travel preferences, the Alameda Corridor is the most logical alternative that matches our lifestyle. But RCTC's alternative through Orange County will take over three hours, whereas the Alameda Corridor is more direct and much shorter in duration.

To cure this problem, I believe that a San Bernardino County official needs to be on the Coachella Valley Amtrak rail team to more forcefully advocate for the Alameda Corridor Alternative. Please let me know if this is possible and any other observations you have here.

Thank you
Ron Roy

SEE ARTICLE BELOW
http://ttcinlandempire.blogspot.com/2015_11_01_archive.html

Coachella Valley Amtrak Line

The Riverside County Transportation Commission approved the general routing of a long-proposed Amtrak route that will connect Los Angeles to Indio. The initial service plan calls for two daily round

trips along the corridor.

From LA, the line will follow the existing Metrolink 91 Line through Fullerton to Colton via the BNSF right-of-way. It would then turn east at the Colton Crossing and follow the UP tracks that parallel the I-10 freeway into the south desert.

Currently the LA-to-Indio route is served by the long-distance Amtrak Sunset Limited that operates three trains in each direction per week.

Upgrading the train service into the Coachella Valley is long overdue considering that it is a major metropolitan area in Southern California worthy of better public transportation connections. Government officials have been talking about this service for over two decades. Yet, reports are showing that there are still massive amounts of environmental work and other regulatory issues that have to be done. We're still looking at 5-10 more years before these two extra trains are added.

This is one aspect of the project that bothers me despite the fact that this passenger rail service project proposes to add the two daily round train trips along existing rail right-of-way corridors, both of them active. That's because of the red tape politics at the state and federal level that continue to obstruct transit progress and inflate costs. Add to that the possibility of a NIMBY group that may decide to exploit state law by slapping RCTC with a trivial CEQA suit and cashing in on a settlement paid for by you and I.

I well understand that transit must have efficient regulatory oversight from the feds. For instance, I don't oppose the mandatory late night train testing of Positive Train Control along the San Bernardino Line prior to launch. But do you really think that adding two round trip passenger trains along with modest track improvements along existing right-of-way infrastructure is going to be a major Inland Empire pollutant? You make the call.

Beaumont, Ca.

Carrie Schindler <cschindler@sanbag.ca.gov> Jan 15

to **Justin**, me

Mr. Roy,

I would like to thank you for your interest and comments regarding the Coachella Valley – San Gorgonio Pass Rail Corridor Service Study, which is being led by the Riverside County Transportation Commission. As this is a corridor that has the ability to become an important regional rail connection within Southern California, SANBAG staff have been involved on the Technical Advisor Committee for this Study and have assisted in providing direction and analysis of the proposed rail alignment alternatives. As analyzed and stated in the draft Study, there are several factors that make the alignment along the San Gabriel Subdivision (Alternatives 4 and 5) unfeasible. Most notably, Alternative Alignments 4 and 5 present environmental concerns including a high percentage of residential and commercial property acquisitions. In addition, technical issues requiring significant engineering and construction expenditures to provide additional track capacity and connections to accommodate these alignments become troublesome. Both of these factors result in significant additional costs, $130 million to $160 million, above the base line estimate for this proposed project.

Once again, I appreciate your comments and interest in this Study.

Regards,

Carrie Schindler, PE

Director of Transit and Rail Programs

San Bernardino Associated Governments

909.884.8276

NOP and NOI Comment Summary

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
10/8/16	Alexander Friedman	Individual	• Station Location • Service Frequency	• Recommends train service between Palm Springs and Los Angeles with 1-2 hour intervals at most. • Suggests brand new Downtown Palm Springs Station or shuttle service between existing Palm Springs Station and Downtown Palm Springs • Project support with Palm Spring being the 1st priority station.	***EIS/EIR –*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/12/16	Michael Mazgai	Individual	• Contact Information for Mailing List • Rail Schedule	• Would like new rail service to coordinate with the schedule of trains leaving the LA station for Central & Northern California. • Would like contact information to be added to Project's contact list.	***EIS/EIR-*** Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/12/16	Glenn Olsen	Individual	• Station Location • Connecting Rail/ Transit Services	• Consider station stop at Ontario Metrolink • Include an Amtrak-bus connection with San Bernardino • Provide a joint Amtrak - Metrolink fare similar to the one from Ventura to Oceanside. • Consider electrifying this corridor	***EIS/EIR –*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. The type of corridor technology will be considered during the development of the SDP and Program EIS/EIR. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/12/16	Cecilia Karstensen	Individual	• Connecting Rail/ Transit Services	• Recommends keeping a slot for the Amtrak Sunset	***EIS/EIR-*** Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service. Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/13/16	Eric Ceja	Agency (City of Palm	• Station Location • Service Frequency • Connecting Rail/	• Increase rail service frequency during music festival season • Map showing how service connects to LA Metro	***EIS/EIR-***Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
		Desert)	Transit Services	• Recommends Including a "mid-valley" stop in Palm Desert University (Cook St.)	of a separate project-level environmental review. Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/13/16	PJ Gagajena	Individual	• Connecting Rail/ Transit Services	• Requests a rail connection to LAX	***EIS/EIR-*** Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/13/16	Michael Harrington	Individual	• Project Route	• Could the rail service locally integrate with CV Link?	***EIS/EIR-*** Information will be included in the Program EIS/EIR to describe how the Project could connect with other transit and non-motorized transportation within the region. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/13/16	Charles Carter	Individual	• Project Support	• Supportive of Project	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Julianne Elliot	Individual	• Project Support	• Requests that project be expedited to allow for alternative modes of transportation that don't require driving	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Michael Hayes	Individual	• Project Support • Service Frequency	• Suggests train frequency (2 roundtrip journeys every day (morning and evening) with the option to increase to 3-4 on weekends or festival weeks) • Supportive of Project	***EIS/EIR-*** Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Gorton De Mond	Individual	• Project Support • Station Location • Service Frequency	• Supportive of Project • Suggests station stops in Indio, Palm Desert (by the Aqua Caliente Casino), Palm Springs (near the Morongo Casino / Cabazon outlet stores), Beaumont/Banning, Redlands/Loma Linda, Riverside, Corona, Fullerton. • Suggests train split in Riverside/Corona and continue to	***EIS/EIR-*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
				San Diego. • Recommends train service operates three times a day in season and two times a day off season	Project Study Area as well as the proposed train service. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Gail Smith	Individual	• Project Design • Project Route	• Supports proposed route • Requests to see transit lines improved from current railroad method using new technology	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Dan Cook	Individual	• Station Location	• Preference for Indio Station Stop	***EIS/EIR –*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/17/16	Teresa Adams	Individual	• Project Support	• Supports Project • Would like for Project to be expedited to allow for more travel options in Coachella Valley	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/18/16	Gennaro Pupa	Individual	• Project Support • Contact Information for Mailing List	• Supports the Project	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/18/16	Blake Alexander	Individual	• Service Frequency	• Recommends trains schedule at least twice a day in both directions to allow for round trips.	***EIS/EIR-*** Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/18/16	Anne Taylor-Loughran	Individual	• Project Support	• Supportive of Project	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
10/19/16	Christopher Cuatt	Individual	• Station Location • Service Frequency	• What station stops would be along the route? • Would there be 2 trains daily in each direction or 1 in each direction?	***EIS/EIR-*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Information will be included in the Program EIS/EIR on the anticipated frequency of current passenger rail services within the Project Study Area as well as the proposed train service.

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
					Outreach **–** A thank you response was provided and contact information was added to the database for future outreach.
10/19/16	Nancy Holland	Business (Hernandez, Kroone & Associates)	• Project Tracking	• Requests if there are other ways to track project besides Facebook	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach. The commenter was provided the Project's website so they can stay up to date on the Project.
10/21/16	Jack Cheng, Air Quality Specialist Jillian Wong, Planning and Rules Manager Planning, Rule Development & Area Sources	Agency (South Coast Air Quality Management District)	• Project Analysis Recommendations	• Please send the SCAQMD a copy of the Draft EIR with appendices upon its completion. • Recommends the use of the 1993 Air Quality Handbook (1993) as guidance when preparing air quality analysis. • Recommends the use of CalEEMod land use emissions software • Identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. • Staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds. • In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment • Should the proposed project include equipment that generates or controls air contaminants, a permit may be required and the SCAQMD should be listed as a responsible agency and consulted.	***EIS/EIR-*** The Air Quality Analysis will take SCAQMD's recommendations into consideration as the technical report is developed. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/1/16	Blair Jockers	Individual	• Project Support	• Supportive of Project.	***EIS/EIR-*** Comment does not affect technical studies or EIS/EIR impact evaluation. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach.
11/2/16	Jill Jensen	Agency (National Park Service)	• Contact Information for Mailing List • Section 106	• Project area is within the corridor of the Old Spanish National Historic Trail. • Requests for the National Park Service (NPS) to be considered a Section 106 consulting party.	***EIS/EIR-*** The cultural resources technical report will take into account information provided by the National Park Service. Information from the technical report will be included in the Program EIS/EIR. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts. Agency also added to Section 106 consultation list.
11/4/16	Elizabeth Carvajal	Agency	• Project Support	• Supportive of Project and the Project's purpose and	***EIS/EIR-*** Information will be included in the Program EIS/EIR on

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
	Senior Manager, Transportation Planning	(LA Metro)	• Route Preference • Station Location • Interagency Coordination	stated objectives. • Metro prefers the BNSF alignment with a station in Fullerton. Metro's second preference is UP Alhambra subdivision Alignment. Metro does not support the Metrolink San Bernardino Line or Riverside Line alignments. • Metro is currently advancing the Link US project, which, once completed, will provide significant additional throughput and capacity at Union Station. Decisions regarding maintenance, storage and staging of intercity consists, platform locations, operating plans, real estate and right-of-way acquisition issues, etc. should be made in consultation and coordination with Metro's planning and preliminary engineering efforts to advance the Link US project. • Request to participate as part of the Technical Advisory Committee. • Request for a copy of Draft EIR when completed.	how the Project could connect with existing rail and transit services within the region. Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Alternative alignments have been considered as part of the Alternatives Analysis conducted for the project based on preliminary engineering and environmental factors. Recommend the Project team coordinates with Metro throughout the SDP ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/4/16	Ron Mathieu Senior Public Project Specialist	Agency (Metrolink)	• Project Support • Contact Information for Mailing List • Route Alignment • Connecting Rail/ Transit Services • Station Locations	• Supportive of need for additional passenger rail services in Southern California. • Recommend inclusion and analysis of at least one other alignment, such as the Union Pacific Railroad (UPRR) Alhambra Subdivision or their Los Angeles Subdivision in the DEIR in order to provide flexibility in the implementation of the service, especially if negotiations with one railroad does not progress • Opportunities for joint investments in capacity-enhancing infrastructure should be pursued in partnership with other passenger railroads and services. • Further definition on station locations and stops on selected route is needed. • Analysis to ensure safe non-stop operations through the existing stations on the preferred route is needed. • SCRRA would like to ensure that this new planned service is operated in and out of LAUS without compromise to Metrolink dedicated platforms or number of run-through tracks associated with the LINK US Project.	***EIS/EIR-*** Information will be included in the Program EIS/EIR on how the Project could connect with existing rail services within the region. Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Alternative alignments have been considered as part of the Alternatives Analysis conducted for the project based on preliminary engineering and environmental factors. Information will be included in the Program EIS/EIR to describe how the Project could connect with existing rail and transit services within the region. Recommend that the Project team coordinates with Metrolink throughout the SDP development process. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/4/16	Leslie MacNair, Regional Manager	Agency (CDFW)	• Project Analysis Recommendations	• Requests CEQA document to include complete assessment of flora and fauna within and adjacent to Project footprint including habitat types and corresponding map. • Requests a general biological inventory of species that are present or have the potential to be present within	***EIS/EIR-*** The Biological Resources Technical report will take CDFW's recommendations into consideration as the technical report is developed. The methodology memo prepared for the report will discuss CDFW's recommendations and serve as a basis for early agency coordination.

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
				affected areas. • Requests focused species specific surveys be completed with survey procedures developed in consultation with the CDFW and USFWS where necessary. • Provides guidance on how the Draft Program EIR will analyze direct and indirect biological impacts and how to create mitigation to offset impacts. • Suggests that the Project consider the use of existing infrastructure where feasible to reduce project impacts. • California Endangered Species Act (CESA) Incidental Take Permit (ITP) may be required • Early consultation with CDFW is recommended to discuss Project Alternatives and routes and mitigation/minimization measures.	***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/4/16	Mark Roberts Office Chief Intergovernmental Review, Community and Regional Planning	Agency (Caltrans District 8)	• Project Support • Project Design	• Supportive of Project objectives that will assist in the reduction of vehicle miles traveled (VMT) and traffic along impacted corridors. • Recommends that high density housing and mixed-use developments are integrated around future stations. • Recommends developing public transportation and active transportation connections around the station areas. • Recommends the Project include a study of alignments to connect to the future High Speed Rail station planned for San Bernardino.	***EIS/EIR-*** Information will be included in the Program EIS/EIR on how the Project could connect with existing rail and transit services within the region. Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/5/16	Ping Chang	Agency (SCAG)	• Contact Information for Mailing List • Project Analysis Recommendations	• Please send the SCAG a copy of the Draft EIR with appendices upon its completion. • Recommends that the environmental document include a consistency comparison of 2016 RTP/SCS SCAG goals to the Project.	***EIS/EIR-*** The EIS/EIR will take SCAG's recommendations into consideration as the environmental document is developed. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan.
11/7/16	Steven Hernandez, Mayor	Agency (City of Coachella)	• Station Location	• Requests that the City of Coachella be considered for a potential station.	***EIS/EIR –*** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
11/9/16	Jenness McBride	Agency (USFWS)	• Project Analysis Recommendations	• Recommends the EIS/EIR should include a discussion of the Project's effects on the conservation strategies that are outlined within existing or draft NCCP/HCP's. • Include detailed information on the number and distribution of all Federal candidate, proposed, and listed species; State-listed species; and locally sensitive species that may be affected within the footprint or near	***EIS/EIR-*** The Biological Resources Technical report will take USFWS's recommendations into consideration as the technical report is developed. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
				the proposed Project alternatives. • Include a description of all alternatives and their surrounding environment. • Requests that specific acreages and descriptions of sensitive habitats along with maps, photos, and tables summarizing the information be included in the EIS/EIR.	part of early coordination efforts.
11/9/16	Clifton Meek Environmental Review Section	Agency (EPA, Region IX)	• Project Support • Project Analysis Recommendations	• EPA supports the concept of a rail system that can provide an alternative to increasing vehicle miles traveled and lead to reduced environmental impacts, so long as it is planned well. • Request for reviewing and commenting on the project Purpose and Need and Range of Alternatives, the Draft and Final EIS, and if applicable the Least Environmentally Damaging Practicable Alternative (LEDPA) for the Section 404 permit. • Recommends LEED Design for future stations and rail facilities. • The Draft EIS should identify Project's relationship to regional transportation projects (e.g. incompatibilities with other transit systems, link up with other transportation proposals in the region). • The Draft EIS should analyze impacts of construction of stations, parking facilities, maintenance and storage facilities, power propagation infrastructure, and required road construction/modifications. • EPA supports the use of existing transportation corridors and rights of way to the extent feasible. • Recommend that the Tier 1 DEIS present enough information to ensure the corridor chosen is the corridor containing the LEDPA. • Recommends early coordination with Corps and EPA on project alternatives to ensure that the Alternative Analysis serves its intended purpose as a planning and screening tool. • Recommends early coordination with CDFW and USFWS on Project impacts to biological resources. • Provides a series of recommendation in regards to waters assessment, mitigation measures, biological resources and impacts to wildlife, noise impacts, air quality, greenhouse gases and climate change, cumulative impacts, growth inducement analysis, and environmental justice.	***EIS/EIR-*** The EIS/EIR and associated technical studies will take EPA's recommendations into consideration as the environmental document and technical studies are developed. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Agency added to public agency coordination plan and will be included as part of early coordination efforts.
11/7/16	Clint Schelbitzki General Director-Network Development	Business (Union Pacific Railroad)	• Contact Information for Mailing List • Railroad Right of	• UP states that any existing and future capacity provided by UP tracks and ROW within the Project study area be reserved for freight purposes. • States that expanded passenger service as proposed	***EIS/EIR-*** The EIS/EIR will rely on rail operations modeling in the SDP to identify infrastructure improvements needed so private freight company operations are not disrupted by the passenger service. Recommend that the Project team coordinates with UP

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
	Union Pacific Railroad		Way/Capacity	would have future unintended consequences that force more trucks onto the highway due to reduced rail capacity.	throughout the SDP development process. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach. UP has been included as a Participating Railroad in the Public Outreach Plan. Coordination with UP, as identified in the Public Outreach Plan, will include railroad stakeholder meetings (quarterly or at key milestones) and in person consultations (as needed).
11/10/16	Mariela Magana, Policy Advocate Leadership Counsel for Justice and Accountability Chelina Odbert, Executive Director Kounkuey Design Initiative Sergio Carranza, Executive Director Pueblo Unido CDC Silvia Paz, Director Building Healthy Communities Coachella Valley Suguet Lopez, Executive Director Organización en California de Líderes Campesinas, Inc. Maribel Nunez, Director California Partnership Amber Anaya, Program Manager and Editor Coachella Unincorporated Inc.	Local Advocacy Groups	• Contact Information for Mailing List • Project Study Area • Public Involvement	• Request to extend rail service to North Shore near Yacht Club Community Center near the Salton Sea. • Include in the EIS/EIR a study on how the Project rail can benefit the Coachella Valley, specifically the East Coachella Valley, through increased access to education, employment, and medical services. • Request that East Coachella Valley residents be included and engaged in the development of the rail service through meetings open to the public at accessible times and places with accessible languages to determine service levels, route models, station locations, and connectivity. • Request that a Citizens Advisory Committee is created and that it include at least two representatives from each of the communities in the Coachella Valley. • Recommendation for coordination with Riverside County TLMA and the Coachella Valley Water District to address population growth in the proposed corridor.	***EIS/EIR-*** The EIS/EIR and associated technical studies will take recommendations into consideration as the environmental document and technical studies are developed. Standard procedures under CEQA/NEPA require an opportunity for the general public to be included as part of the environmental process. ***Outreach*** **–** A thank you response was provided and contact information was added to the database for future outreach. Group should be added to Public Outreach Plan. Currently no Citizens Advisory Committee in place for the project.
11/10/16	Ron Roy	Individual	• Route Alignment • Station Locations	• States that Pass Area residents would be better served if rail service connected to Ontario Airport via the Alameda Corridor Route.	***EIS/EIR*** **–** Potential station catchment areas will be considered as alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part

Comment Date	Name	Comment Category	Comment Topic	Comment Summary	EIS/EIR Applicability and Outreach Response
				• Recommends a rail stop/station in Beaumont, Ontario Airport, and near the San Gabriel Mission. • Prefers the Union Pacific Yuma Sub or the Union Pacific Alhambra Sub route. • Believes current Riverside line alternative is discriminatory as it cuts off critical rail access to Ontario, Pomona and San Gabriel populations.	of a separate project-level environmental review. Alternative alignments have been considered as part of the Alternatives Analysis conducted for the project based on preliminary engineering and environmental factors. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.
11/10/16	Ron Roy	Individual	• Route Alignment • Property Acquisitions/ ROW	• States that there is no basis to support percentage of residential and commercial property acquisitions that would be required for the Riverside alignment versus the Alameda Corridor alignment. • Questions if the Project will utilize portions of the I-10, California High Speed Rail, or Metrolink San Bernardino ROW for parts of the alignment. • States that a San Bernardino County official needs to be included on the Project to advocate for the Alameda Corridor alignment.	***EIS/EIR –*** Alternative alignments have been considered as part of the Alternatives Analysis conducted for the project based on preliminary engineering and environmental factors. Additional information regarding potential ROW needs for alternatives under consideration will be identified in the Program EIS/EIR. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. SANBAG (now SBCTA) technical staff are on the TAC, elected officials are not.
11/10/16	John Ullcott & James Henry Washington	Individual	• Project Design • Project Study Area	• Study should say that the Project is planned to connect Los Angeles to Phoenix. • Recommends that Indio not be labelled as the end of the line, but “temporary east terminal” or “Phase I of Los Angeles to Phoenix via Palm Springs and Indio”. • General planning and ROW acquisitions should be included to include Los Angeles to Phoenix. • Suggests that Arizona DOT and City of Phoenix be included on list of lead agencies to encourage Phase 2 Amtrak train extension to Arizona process. • Questions why Imperial County agencies are not invited as part of the sponsoring agency list. • States that all online cities (Palm Springs, Indio, etc.) should own their own station facilities. • Requests that one study option should include 2-4 self-propelled railcars instead of traditional locomotives. • Suggests that the Project consider using alternative routes back to LA Union Station to extend the service reach to more passengers.	***EIS/EIR –*** Potential station locations will be considered as Alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. Alternative alignments have been considered as part of the Alternatives Analysis conducted for the project based on preliminary engineering and environmental factors. The Purpose and Need section of the EIS/EIR will include a discussion and reason why the project stops at Indio and does not extend to Phoenix. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach. Imperial County agencies are not on the TAC because the project stops at Indio and does cross through Imperial County.
11/10/16	Mariano Aguirre	Agency (City of Indio)	• Project Study Area • Station Locations	• Requests that City of Indio be the terminus of the future rail line due to the presence of existing Transportation Center (Greyhound Bus services) and space for future multi-modal facility and storage/layover yard.	***EIS/EIR –*** Potential station locations will be considered as Alternatives as part of the Program EIS/EIR. Environmental review of a selected station location(s) would occur in the future, as part of a separate project-level environmental review. ***Outreach –*** A thank you response was provided and contact information was added to the database for future outreach.

Appendix J

Railroad Stakeholder Scoping Comments

BUILDING AMERICA®

November 10, 2016

VIA EMAIL AND U.S. MAIL
E-Mail Address: CoachellaValleyRail@ArellanoAssociates.com

Mr. Robert Yates
Multimodal Services Director
Riverside County Transportation Commission
Post Office Box 12008
Riverside, CA 92501

Re: Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – NOP Scoping Comments

Dear Mr. Yates:

Union Pacific Railroad Company ("UP") submits these comments to the Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission in response to the Notice of Preparation for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Project (the "Project").

UP owns and operates a common carrier railroad network in the western half of the United States, including the State of California. Specifically, UP owns and operates rail main lines connecting the San Francisco Bay Area to Sacramento and points east and north, and to Los Angeles and points east and southeast. UP is the largest rail carrier in California in terms of both mileage and train operations. UP's network in California is vital to the economic health of the state and the nation as a whole, and its rail service to California customers, including those in Los Angeles and in the Inland Empire, is crucial to the current and future success and growth of those customers.

The Project study area includes railroad rights of way that UP owns or on which it has rights to operate. UP has invested a tremendous amount of capital within the Project study area and across Southern California in order to expand freight rail capacity and improve the efficiency of our network. This investment is continually made in an effort to meet the needs of our customers who rely on UP to safely and efficiently transport their goods. It is UP's expectation that any existing and future capacity provided by our tracks and right of way within the Project study area be reserved for freight purposes and to ensure we can support freight growth along this critical corridor. Further, we believe that utilization of this rail capacity for expanded passenger service could have future unintended consequences that force more trucks onto an already congested network of highways.

UNION PACIFIC CORPORATION
10031 Foothills Blvd.
Roseville, CA 95747

Clint Schelbitzki
General Dir. – Network Development

P 916-789-6360
E ceschelb@up.com

Thank you for considering these comments. Please include me as the UP point of contact on the service list for any future notices or correspondence related to the Project.

Sincerely,

Clint Schelbitzki
General Director-Network Development

Appendix B

Earned Media

CP&DR News Briefs July 6, 2021: O.C. Housing Lawsuit; Hunters Point Complications; Coachella Valley Rail Service; and More

by Mckenzie Locke on Jul 6, 2021

(/articles/cpdr-news-briefs-july-6-2021/print)

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Orange County Cities Proceed with Lawsuit Over Housing Allocation

The Orange County Council of Governments filed (https://www.ocregister.com/2021/06/28/orange-county-cities-sue-state-over-new-homebuilding-goals/) a lawsuit against the Department of Housing and Community Development over its housing requirements for the upcoming Regional Housing Needs Allocation cycle. The HCD determined that Southern California will have to build 1.34 million homes by 2030, while Orange County cities believe that the department severely overestimated the amount of new housing required and believes that 651,000 new housing units is more accurate. In its lawsuit, the council of governments maintains that the HCD did not follow appropriate guidelines to provide a correct estimate and used inaccurate population forecasts and vacancy rates for the region. Meanwhile, the cities must submit their updated general plans by October to accommodate the housing requirements set by the HCD.

New Lawsuit over Toxins Threatens to Stall Hunters Point Redevelopment

A group representing 9,000 environmental justice advocates in San Francisco's Bayview-Hunters Point neighborhood filed (https://www.sfchronicle.com/local/article/New-legal-challenge-revives-huge-war-over-16257916.php) a lawsuit to stop the construction of 12,000 new homes proposed for Hunters Point shipyard and its surrounding Candlestick Park over concerns about gentrification and the health impacts of toxic pollutants. The group asks that Lennar Corporation and FivePoint Holdings press pause on the current construction unless the developers prove their commitment to preventing a major release of toxic pollutants at the site contaminated from Cold War ships carrying atomic-bomb fallout. The Navy, which is in the process of cleaning up the shipyard, and public health officials have previously rejected the claim that the site's toxicity is connected to community health inequities in the area that is predominantly home to people of color and working-class residents. A hearing is scheduled for July 29, but the San Francisco Department of Public Health stated that freezing construction due to dust release is unlikely because the developers must already adhere to city health codes.

Proposed Passenger Train Route from Los Angeles to Coachella Valley Moves Forward

The proposed development of a 144-mile train route (https://www.desertsun.com/story/news/2021/06/17/coachella-valley-amtrak-rail-plan-environmental-review/7497576002/) from Los Angeles to the Coachella Valley looks promising after having gone through environmental review, which officials consider to be a meaningful achievement for the rail service's progress. The estimated $1 billion plan--sponsored by Riverside County Transportation Commission, in collaboration with the Federal Railroad Administration and Caltrans--would have stops in Los Angeles, Orange, San Bernardino, and Riverside counties and make two round-trips per day. If completed, the rail service would not only expand public transportation options and increase access to jobs but also save over 107,000 car trips per year, limiting both traffic and pollution. Moving forward, the project must go through an additional review of the proposed station locations and existing infrastructure along the route, and it will require federal funding.

Report Cites Role of Greenbelts in Mitigating Wildfire Damage

A new report from the Greenbelt Alliance, *The Critical Role of Greenbelts in Wildfire Resilience Today*, presents (https://www.greenbelt.org/research/the-critical-role-of-greenbelts-in-wildfire-resilience/) the case for protecting and growing greenbelts in areas threatened by wildfires. The report recommends to legislators the expansion of four types of greenbelts: open space and parks, agricultural and working

lands, zones placed inside communities, and recreational greenways. The group's research suggests that strengthening greenbelts will protect wildlands from wildfires, increase wildfire resilience and defense, protect biodiversity, and foster green spaces inside urban areas. Their approach also includes concentrating growth in existing cities and towns in order to limit wildfire risk to residents and confront the housing crisis.

CP&DR Commentary: Multiple Cities Embrace Multi-Family

CP&DR's Bill Fulton parses the numbers on California's recent housing production statistics. California's four largest metropolitan areas – with a population of approximately 30 million people – produced about 76,000 new housing permits during the pandemic year, down about 5% from the year before. For the four largest metro areas in Texas – with a population of 20 million, or about two-thirds of California's – the total number of new housing permits during the pandemic year was about 190,000 or almost 2 ½ times as much. In the three coastal metros, more than 60% of new housing construction is now multifamily.

Quick Hits & Updates

In an effort to increase available and equitable housing, the City of Oakland (https://www.oaklandca.gov/news/2021/city-of-oakland-joins-national-effort-to-advance-opportunity-equity-through-housing-policy) will participate in a nationally-funded program that provides services to address the housing crisis in cities with populations under 500,000. The city's Housing and Community Development Department will share its ideas with several other smaller cities throughout the US to increase resource availability and innovation knowledge.

Northern California has borne the brunt of the state's extensive wildfire damage, totaling over 4.2 million acres in 2020 due to an extreme fire season, according to an analysis (https://www.sfchronicle.com/local/article/Here-s-where-California-is-losing-the-most-16256281.php) by the San Francisco Chronicle. Siskiyou County and Shasta County were the hardest hit areas, losing 540,000 and 420,000 acres in the past decade, respectively. California is home to 31.6 million acres of forestry, but the reciprocal relationship between climate change and deforestation threatens the state's expansive tree cover, and hot, dry conditions are in place for an unrelenting 2021.

The Center for Biological Diversity is urging (https://apnews.com/article/ca-state-wire-california-fish-science-365f9daeff90cd22ba8c6e062a00c0c2) the US Fish and Wildlife Service to consider California's Santa Ana speckled dace and Temblor legless lizard for protection under the Endangered Species Act. The fish, which is native to Southern California streams, and lizard, which lives in a small area of the San Joaquin Valley, face several threats, including dams, invasive species, oil and gas drilling, and climate change.

The White House (https://www.whitehouse.gov/cea/blog/2021/06/17/exclusionary-zoning-its-effect-on-racial-discrimination-in-the-housing-market/) released a statement that details the legacy of systemic racism in the housing market and emphasizes the evils of exclusionary zoning laws, which are to blame for over 30% the racial wealth gap, helped form "heat islands," increase housing prices, and jeopardize children's health and well-being. The authors communicated that existing policies are embedded with discriminatory practices that particularly harm Black families and wrote that the Biden administration's American Jobs Plan would tackle these inequities by expanding affordable housing, implementing a community-based approach, and reforming exclusionary zoning.

Malibu Coast Vintners and Grape Growers Alliance Inc. filed (https://laist.com/news/food/malibu-winemakers-sue-la-county-over-ban-on-new-vineyards-in-the-santa-monica-mountains) a lawsuit alongside John Gooden, president of Montage vineyards, in response to the Los Angeles County Board of Supervisors' decision to ban all new vineyards located in the Santa Monica Mountains. The petitioners argue that the ordinance has legal faults and hope that the California Environmental Quality Act will be considered in court to protect the area that has faced extensive damage from the 2018 Woolsey Fire.

Los Angeles and San Jose were two cities considered (https://www.eltis.org/in-brief/news/identifying-amount-urban-space-occupied-roads) in research from the UCLA Institute of Transportation Studies on the amount of space occupied by roads in US cities. Researcher Adam Millard-Ball, in considering how public space could be reimagined due to and following the pandemic, determined that US roads — which average 55 feet wide — composed an average of 18% and up to 30% of city land area.

The San Diego Association of Governments is considering (https://www.sandiegouniontribune.com/news/transportation/story/2021-06-19/sandag-road-charge) a road charge for each mile driven within California that would replace its gas tax, whose effectiveness is diminishing due to the rise in electric and fuel-efficient vehicles, and fund part of its $160-billion plan to develop public transit. SANDAG expects that the plan, which reflects proposed statewide initiatives, would produce $34 billion for transportation infrastructure improvements but is still contemplating how to charge drivers.

The electric bike share company Bcycle will expand (https://www.independent.com/2021/06/16/bcycle-trounces-opponent-at-coastal-commission/) its operations in Santa Barbara and establish docks and two kiosks along the waterfront, in the Funk Zone, and on Coast Village Road. The Coastal Commission voted unanimously to reject an appeal filed by a local resident over worries about the docks' interruption of ocean views.

The Port of San Diego and the City of Chula Vista approved (https://www.portofsandiego.org/press-releases/general-press-releases/momentous-day-port-san-diego-city-chula-vista-approve) essential documents for the Gaylord Pacific resort and its nearby convention center, two parks, and streets, paving the way forward for a huge, $1.23 billion waterfront project proposed for completion as early as 2025. After this step, the port, city, and the authority must file a Validation Action and then issue Authority Bonds to begin construction, which is projected to take place by late 2022.

The final environmental impact report (https://theavtimes.com/2021/06/28/environmental-impact-report-for-palmdale-section-of-high-speed-rail-line-released/) for the Bakersfield to Palmdale section of California's high-speed rail project is complete and will be submitted to the High-Speed Rail Authority's Board of Directors for review starting on August 18. If approved, the 80-mile segment will be the first in Southern California to be environmentally cleared and will bring the statewide approval total to 300 miles.

Results from a public opinion poll (https://www.sfchronicle.com/politics/article/High-speed-rail-opponents-seize-on-poll-showing-16280351.php) about California's high-speed rail project evidence weakening public support for the transit system. While 41% of voters voiced their support for continuing construction, 42% expressed that resources should be dedicated elsewhere, such as to local rail projects in dense city centers. The results act as reasoning for state legislators who are challenging Gov. Gavin Newsom's request to use $4.2 billion in voter-approved bond funding for the first segment of the system from Merced to Bakersfield.

Community group Save Livermore Downtown is suing (https://www.pleasantonweekly.com/news/2021/06/28/livermore-community-group-sues-city-for-approving-affordable-housing-development-downtown) the city for its approval of a 130-unit affordable housing development, maintaining that the city's proposal does not align with its Downtown Specific Plan and needs a more comprehensive environmental review to consider existing contamination at the location. Save Livermore Downtown requests for the court to negate the city's approval of the Eden Housing development until it resolves the issues raised by the lawsuit. The group also believes that the project will increase traffic congestion, produce insufficient parking, and change neighborhood character.

Union City (https://spectrumnews1.com/ca/la-east/transportation/2021/06/03/south-bay-cities-propose-25-mph-travel-network) City Council approved a proposal by Newport Beach-based developer Integral Communities to construct nearly 1,000 apartments and condominiums, including affordable units, on 26.5 acres near BART's Union City Station. The development aligns with Union City's attempt to transform the industrial area into a neighborhood with high-density housing and commercial development. The city has conducted toxic cleanups and approved multiple policy changes to accommodate this project, such as raising the average density in the area.

The City of Oakland could sell (https://www.sfchronicle.com/local-politics/article/A-s-surprised-that-Oakland-may-consider-16242444.php) its 50% share of the Oakland A's current Coliseum site to the African American Sports and Entertainment Group, an Oakland-based developer that prioritizes economic prosperity for the Black community. While the A's hope to purchase the city's share for full ownership to develop housing, offices, retail, and parks, the AASEG wants to work with the A's to build a Black business district and bring a Black-owned football team to the city.

The San Diego (https://www.kpbs.org/news/2021/may/28/sandag-transit-plan-high-speed-rail-housing/) Association of Governments is prioritizing high-speed rail and high-density housing in its $160 billion long-range transportation plan. Simultaneously, four cities — Coronado, Solana Beach, Imperial Beach, and Lemon Grove — are suing SANDAG for its existing housing requirements, though housing expansion would be central to forming the denser, walkable neighborhoods promoted by the transportation plan.

$1 Billion Proposal to Bring Train Service Between LA and the Coachella Valley

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> *$1 Billion Proposal to bring a train from LA back to the Coachella Valley. Now you can weigh in tonight at 6pm via Zoom (links and information below)*

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC. (RCTC)

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC. (RCTC)

RIVERSIDE COUNTY, CA — The public is being asked to weigh in on a proposed $1 billion passenger rail service that would take riders from the Coachella Valley to Los Angeles, passing through the San Gorgonio Pass Area and other nearby areas.

Virtual public hearings are set for Tuesday, June 22, and Saturday, June 26, for residents, commuters, and other stakeholders who want to share their thoughts about the proposed Coachella Valley-San Gorgonio Pass Rail Corridor Service draft environmental studies.

Forever Marilyn Unveiling On Father's Day In Palm Springs

PALM SPRINGS, Calif. (CNS) — An enormous sculpture depicting Marilyn Monroe's iconic dress-flying pose from the 1955 romantic comedy "The Seven Year Itch" will be formally unveiled this weekend, and ... Continue reading

Coachella Valley 0

The Riverside County Transportation Commission, in partnership with Caltrans and the Federal Railroad Administration, is hosting the public hearings to provide an overview of the proposal. The hearings will also provide an opportunity for meeting participants to make comments on studies included in the draft Environmental Impact... Statement/Environmental Impact Report (EIS/EIS).

GO Long Live Sports News with Barry Long II / CoachellaValley.com

Participants must use the Zoom links below at the scheduled dates and times. The content will be the same for both public hearings. For those unable to participate, a recording of the public hearing will be posted on the project webpage the week of June 28. The deadline to submit comments is July 6.

Public Hearing #1: Tuesday, June 22, 6 p.m.

https://zoom.us/j/98860393291?pwd=VkJSUHRFaWRhUXhnM3BQRnBnb0Zqdz09

Public Hearing #2: Saturday, June 26, 9 a.m.

https://zoom.us/j/99115218303?pwd=MHBFSnFTWS9ORGM0Z3pvNnFTVXN2UT09

Comments also will be accepted in writing, both online and by U.S. mail:

https://www.regulations.gov/document/FRA-2021-0048-0002

Banning, Fastest Growing City in California

'Endless opportunity': The forces behind Banning's rise to fastest-growing California city in 2020 Though California saw a population dip of more than 182,000 residents in 2020, not every part of ... Continue reading

Coachella Valley 0

Federal Railroad Administration Amanda Ciampolillo, Environmental Protection Specialist 1200 New Jersey Avenue SE Washington, DC 20590

The draft EIS/EIS is available for review at rctc.org/cvrail and at libraries at Los Angeles Union Station/Metro Library, Fullerton, Riverside, Colton, Loma Linda, Redlands, Beaumont, Banning, Palm Springs, Indio, and Coachella.

The proposed service would provide two daily roundtrips between Los Angeles and the Coachella Valley, a 144-mile route. Service could begin in about 10 years after the current EIS/EIR is completed, if RCTC and project partners receive environmental approvals, obtain commitments from the freight railroads, and secure funding for the estimated $1 billion project.

> *"The service would offer an alternative to driving or riding the bus, serve residential and job centers along the corridor, enhance access to Coachella Valley tourism and boost economic development from the tourism industry, reduce vehicle miles traveled, and improve air quality, especially in disadvantaged communities that align major highways," according to the RCTC.*

Following the close of the public comment period on July 6, RCTC will respond to comments and prepare a Final EIS/EIR for Commission review and approval.

Share With Your Friends!

Previous Article: < Banning, Fastest Growing City in California

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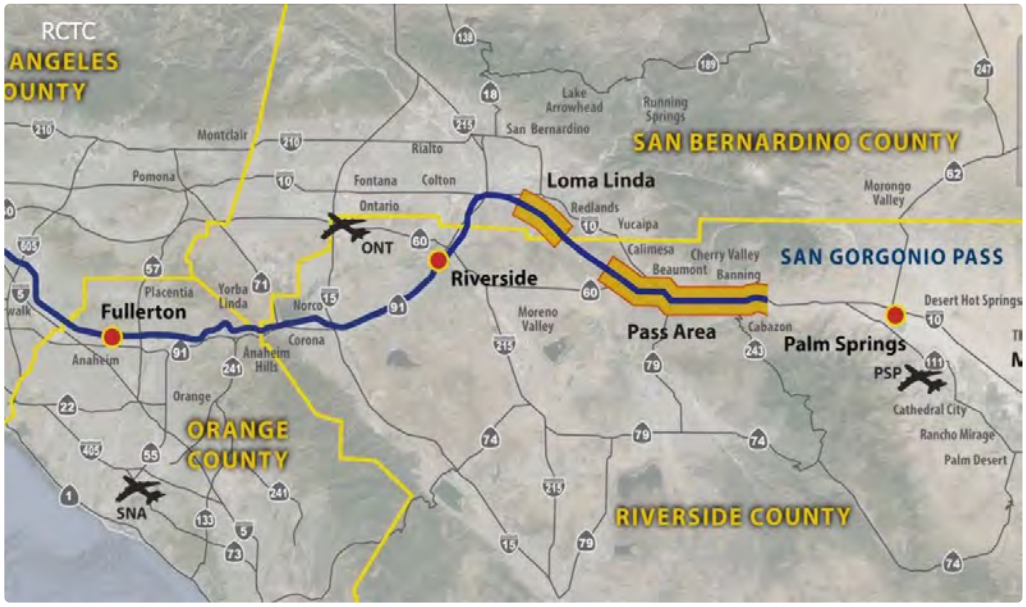

Travel in and out of the Coachella Valley could be getting easier, A proposed 144 mile Coachella Valley-San Gorgonio Pass Rail Corridor, is one step closer to becoming a reality. “The service would start in the west at L.A. Union Station and terminate on the east in either Indio or Coachella,” said...

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NEWS

Coachella Valley rail proposal moves forward with environmental study up for review

Eliana Perez Palm Springs Desert Sun

Published 5:01 a.m. PT Jun. 17, 2021

A project decades in the works to expand passenger rail service between Los Angeles and the Coachella Valley is inching forward with the release of an environmental impact statement. But there are still hurdles to have trains on track in thenext 10 years.

The Riverside County Transportation Commission, in collaboration with the Federal Railroad Administration and Caltrans, published a draft environmental study for the Coachella Valley rail project in May. In a statement, the RCTC called the completion of the high-level conceptual plan of the service and the assessment of how it could affect the environment a "significant milestone" in advancing the project.

"This project has an extensive history," Cheryl Donahue, a spokesperson for the RCTC, said in an interview this week. The commission first looked at a feasibility study involving Los Angeles County, the Coachella Valley and Imperial County in December 1991, she said. It is a milestone to have completed the environmental impact report and have an "actual alignment" proposal for the rail, she added.

The Coachella Valley-San Gorgonio Pass rail service would consist of a 144-mile corridor, set to include stops in four counties: Los Angeles, Orange, San Bernardino and Riverside. The potential sites for up to five new stations — in the Loma Linda and Redlands area; near Beaumont, Banning and Cabazon; near Cathedral City, Thousand Palms, Rancho Mirage and Palm Desert; and an endpoint in either Indio or Coachella — would be in addition to the existing Palm Springs station. Service would include two round-trips per day.

To continue to advance the project to design, construction and service, the RCTC and project partners must secure funding for the estimated $1 billion project. Additionally, they must

next complete a study on the proposed station locations and any necessary infrastructure improvements.

MORE: Plans derailed for April train to Coachella, Stagecoach music festivals

Under Biden, hopes for federal funds

During a Palm Springs City Council meeting last Thursday, Mayor Pro Tem Lisa Middleton said there was a "long road ahead" in terms of obtaining federal funding. "There is no way that here, locally, we could come up with the funds to build that third rail," she said, referring to the third track that needs to be added to the Union Pacific corridor, between Colton and Coachella, to make the proposed service possible.

Middleton represents the city on the RCTC and is a strong advocate of the project. She added: "With the infrastructure program that the federal government is attempting to undertake, the timing for trying to initiate a project such as this has probably never been better."

Currently, there is limited Amtrak service from Los Angeles to Palm Springs. Depending on availability, passengers may travel directly from Union Station to the Amtrak station on Palm Springs Station Rd., or by transferring from the Union Station train to a bus in Fullerton, which then arrives at the Palm Springs airport. There is also an Amtrak bus stop downtown at 261 N. Indian Canyon Dr.

President Joe Biden is well-known for his love of passenger trains. In May, Amtrak announced its plans to push for $75 billion in federal funding over 15 years for the expansion of train use across the country. Among the routes Amtrak targeted for expansion was service between Los Angeles and Phoenix.

Donahue said the Coachella Valley rail corridor would solely consist of Amtrak service.

Said Donahue: "Because of the change in administration, with President Biden's interest in additional public transit, this does make RCTC optimistic about a potential to secure funding for future phases for this project."

In the past, agreements with freight railroads have posed a big issue; however, if Congress is involved, it holds authority to impose changes on them. Agreements with freight railroads are also necessary to move the project along.

Saving 100,000+ car trips per year?

Benefits of the rail service emphasized by the RCTC and other proposing agencies include creating an alternative to driving or riding the bus; serving residential and job centers along the corridor; facilitating more access for tourists; and boosting economic development.

The RCTC also noted that it could reduce traffic on major highways like Interstate 10, thereby improving air quality, especially for communities along the highway. Donahue said studies found that for the route option that ends in the city of Coachella, a train could potentially eliminate more than 107,000 vehicle trips per year.

"After 20 years, more than 178,000 vehicle trips per year could be eliminated," she added.

Following the announcement of draft environmental impact report, Palm Desert Mayor Pro Tem and RCTC Chair Jan Harnik said, “I see this as a transformational project — it will truly change how people travel between Los Angeles and the Coachella Valley."

More: Summer vacation? Amtrak Rail Pass offers 10 trips for $299 with passes available through June 22

More: Palm Springs Aerial Tramway to open 7 days a week

Southern California residents may review the draft environmental document on the website https://rctc.org/CVRail and at libraries such as the Los Angeles Union Station/Metro Library as well as in Fullerton, Riverside, Colton, Loma Linda, Beaumont, Redlands, Banning, Palm Springs, Coachella and Indio.

The public may submit comments at at https://www.regulations.gov/docket/FRA-2021-0048 until July 6 or during one of the two upcoming public hearings:

- Public Hearing #1: Thursday, June 22 at 6 p.m.

  Register via at Zoom at https://bit.ly/2U1j8Dp

- Public Hearing #2: Saturday, June 26 at 9 a.m.

  Register via Zoom at https://bit.ly/2S0UQc4

The content at each hearing will be the same and interpretation in Spanish will be provided. Comments may also be submitted by U.S. mail:

Federal Railroad Administration

Amanda Ciampolillo, Environmental Protection Specialist

1200 New Jersey Ave. SE

Washington, DC 20590

Eliana Perez covers the eastern Coachella Valley. Reach her at eliana.perez@desertsun.com or on Twitter @ElianaPress.

Union Station - Coachella Valley rail project moves forward

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Slowly but surely, a proposal to launch rail service between Los Angeles and the Coachella Valley is moving forward. Earlier this month, the Riverside ...

Read more on urbanize.city

Tom Gibson flipped this story into Cities And Transportation • 46d

Coachella Valley Rail Project; Another Possible Option For Travel – NBC Palm Springs – News, Weather, Traffic, Breaking News

by successmasteryph — June 27, 2021 in TRAVEL 0

Journey out and in of the Coachella Valley may very well be getting simpler, A proposed 144 mile Coachella Valley-San Gorgonio Go Rail Hall, is one step nearer to turning into a actuality.

“The service would begin within the west at L.A. Union Station and terminate on the east in both Indio or Coachella,” mentioned JD Douglas, Challenge Supervisor of Coachella Valley Rail Challenge.

The undertaking is presently reviewing the environmental influence report and holding public hearings, the following step could be preliminary engineering.

“We’re finding out what could be initially two spherical journeys per day between L.A. and Coachella Valley, with three stations within the western a part of the hall that you just see on the map, L.A., Fullerton, Riverside. and probably as much as six stations within the easter half of the hall east of Colton.”

Southern California has the second busiest rail hall within the nation, extending between San Diego and Santa Barbra, however the lacking hyperlink is a connection to the Coachella Valley.

So when might residents start hopping on the prepare?

“Probably it could be a minimum of 5 to 10 years earlier than service is definitely carried out. All that’s depending on the agreements, the necessities for capital enhancements, and our potential to safe funding,” defined Sheldon Peterson, Riverside Transportation Fee.

Officers offered a visible illustration of what the jap portion of the route would seem like. Some selections nonetheless stay, together with how far east the route would lengthen.

“There are actually restricted constrained journey choices aside from driving a automotive between the L.A. basin and the Coachella Valley. and so particularly deprived communities would profit from having an extra handy and dependable sort of transit service,” mentioned Douglas.

Source link

News

By Marian Bouchot

July 6, 2021 7:17 PM Published July 6, 2021 11:31 AM

Last day for public comment on proposed railway to connect Coachella Valley with Los Angeles

Public comment ends July 6 for the proposed Coachella Valley Rail. The rail would stretch across about 144 miles between downtown Los Angeles and the Coachella Valley. It would connect desert communities and attractions with Los Angeles and its surrounding cities.

Grandma Angie started taking her 5-year old granddaughter from L.A. to Palm Springs around 1969.

Even though grandma Angie passed away in 1999, Fruchtman said the Coachella Valley Rail could've helped her. Grandma Angie suffered from polio as a child and was forced to have her right leg fused.

"Her right leg was the one that was paralyzed," said Fruchtman. "So she had to drive with her left foot reaching over."

The Riverside County Transportation Commission gave people until July 6 to comment on the rail project.

"If she were alive now, I think she'd be up there pounding the desk," said Fruchtman. "If they would give her one- if they would give her a podium, she'd pound on it and say, 'Come on, do this. It's way past time. It's decades past time.'"

RCTC said they would review all public comments.

"She had a little snark," said Fruchtman. "She'd probably say something- 'Well, it's about time they did something proper with our tax dollars."

Fruchtman says some don't have a car or the means to uber. She also considers the environment.

"Let's give them the means so they can spend money here and help build our economy out here in the valley," said Fruchtman. "With the amount of traffic that there is already, imagine how much emissions it would save."

Even though it's almost 50 years later, Rancho Mirage resident, Beth Peerce, shares a similar story with grandma Angie.

will even pick you up."

RCTC said they plan to run two trips daily. Each trip is estimated at around 3 hours and 15 minutes.

"I think it would bring tourism to the desert, many more people than you have now. I think it would make it a focal point of people in Los Angeles, plus anyone who flies into la from all over the united states," said Peerce.

The rail ultimately giving people an alternative way to travel.

"I wonder how many grandma Angie's there are out there that the train can help get out here," said Fruchtman.

The public is encouraged to comment on the many studies examining the railway's impact. The studies looked at everything from land use and climate change to safety.

The Riverside County Transportation Commission is working with the California Department of Transportation and the Federal Railroad Administration to bring the project to life.

Click here to share public comments and find out more about the project.

Local News / Top Stories / Video

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By Joe Linton | May 28, 2021 | COMMENT HERE

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Passenger rail service between Los Angeles and the Coachella Valley is taking a step forward with release of the Draft Tier 1 Program Level EIS/EIR for public comment, May 21-July 6.

Coachella Valley-San Gorgonio Pass Rail Service Draft Environmental Document Available May 21-July 6 for Public Review, Comments

Passenger rail service between Los Angeles and the Coachella Valley is taking a step forward with the release of the draft environmental document this week for public review and comments.

The Riverside County Transportation Commission, in collaboration with the Federal Railroad Administration and Caltrans, will release the Coachella Valley-San Gorgonio Pass Rail Corridor Service Draft Tier 1 Program-Level Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on Friday, May 21 for the public to review and submit comments.

The proposed service would offer twice-daily roundtrips between Los Angeles and the Coachella Valley. The 144-mile corridor would include stops in four counties – Los Angeles, Orange, San Bernardino, and Riverside – with the potential for up to six stations east of Colton and the service endpoint in either Indio or Coachella.

The agencies have completed the Draft Tier 1 Program Level EIS/EIR, a high-level conceptual plan of the service and how it may affect the environment. Completing the EIS/EIR is a significant milestone and will bring this service another step closer to reality.

“Yay – a train! While passenger rail service is still many years away, completing the draft program level environmental document is a huge milestone,” said RCTC Chair and Palm Desert Mayor Pro Tem Jan Harnik. “We look forward to the day that train passengers can fully experience the attractions of our beautiful Coachella Valley. I see this as a transformational project – it will truly change how people travel between Los Angeles and the Coachella Valley,” she said.

The service would offer an alternative to driving or riding the bus, serve residential and job centers along the corridor, enhance access to Coachella Valley tourism and boost economic development from the tourism industry. It also is designed to reduce vehicle miles traveled on I-10 and other major highways and improve air quality, especially in disadvantaged communities that align highways.

The next phase of work is a Tier 2 Project Level EIS/EIR, which would study needed infrastructure improvements and station locations. RCTC is working with state and federal partners to secure funds for this next phase.

The estimated timeline for service to start could be up to 10 years after the Tier 2 EIS/EIR is completed. To advance the project to design, construction, and service, RCTC and project partners must finalize the Tier 2 document, secure funding for the estimated $1 billion project, and obtain commitments from the freight railroads.

Public participation is essential. Southern California residents are encouraged to review and comment on the draft environmental document from May 21 to July 6 at rctc.org/CVRail and at libraries at Los Angeles Union Station/Metro Library, Fullerton, Riverside, Colton, Loma Linda, Redlands, Beaumont, Banning, Palm Springs, Indio, and Coachella.Comments may be submitted online, via email, and during virtual public hearings in June. Visit the webpage noted above for details.

LOCAL

COACHELLA VALLEY RAIL PROJECT; ANOTHER POSSIBLE OPTION FOR TRAVEL

By: Nico Payne

Posted: June 27, 2021 11:27 AM PST / Updated: June 27, 2021 11:32 AM PST

Travel in and out of the Coachella Valley could be getting easier, A proposed 144 mile Coachella Valley-San Gorgonio Pass Rail Corridor, is one step closer to becoming a reality.

“The service would start in the west at L.A. Union Station and terminate on the east in either Indio or Coachella,” said JD Douglas, Project Manager of Coachella Valley Rail Project.

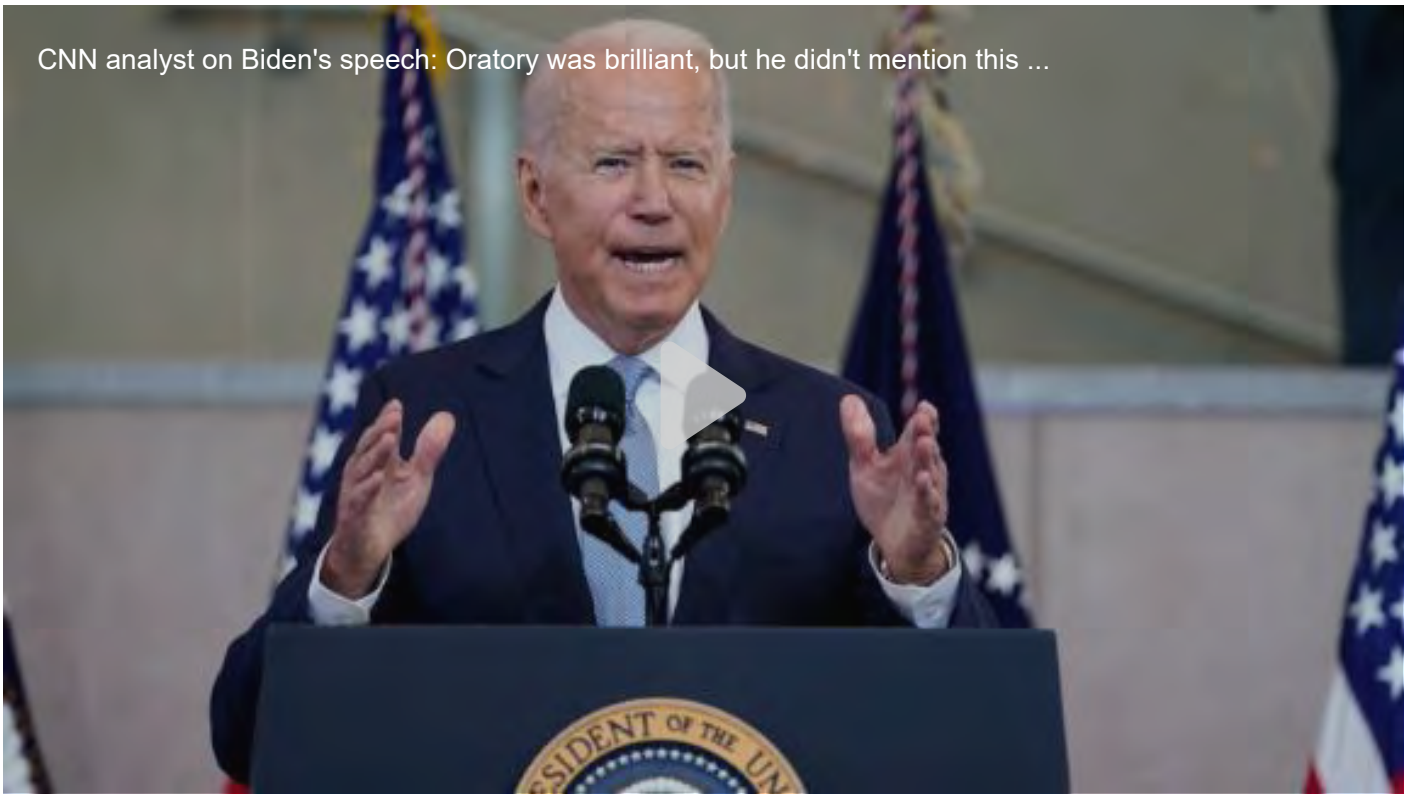
The project is currently reviewing the environmental impact report and holding public hearings, the next step would be preliminary engineering.

“We are studying what would be initially two round trips per day between L.A. and Coachella Valley, with three stations in the western part of the corridor that you see on the map, L.A., Fullerton, Riverside. and potentially up to

Officials presented a visual representation of what the eastern portion of the route would look like. Some decisions still remain, including how far east the route would extend.

“There are really limited constrained travel options other than driving a car between the L.A. basin and the Coachella Valley. and so especially disadvantaged communities would benefit from having an additional convenient and reliable type of transit service,” said Douglas.

TRENDING STORIES



Traffic & Transit

All Aboard? LA to Coachella Valley Train Service Planned

The $1 billion project would use existing rails, with stops proposed in Los Angeles, Orange, San Bernardino, and Riverside counties.

Toni McAllister, Patch Staff
Posted Thu, May 20, 2021 at 11:40 am PT | Updated Thu, May 20, 2021 at 7:06 pm PT

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC. (RCTC)

SOUTHERN CALIFORNIA — A proposed train route that would carry travelers between Los Angeles Union Station and the Coachella Valley — with transport through the Banning-Beaumont area — has taken another step forward.

The Coachella Valley-San Gorgonio Pass Rail Corridor Service project is currently in the environmental review process, and the public is asked to weigh in starting Friday.

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, with the eastern endpoint in either Indio or Coachella. 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. Twice daily roundtrips are proposed.

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC.

The estimated project cost is $1 billion.

ADVERTISEMENT

Many Riverside County officials have advocated for train service into the desert from the west.

"The service would offer an alternative to driving or riding the bus, serve residential and job centers along the corridor, enhance access to Coachella Valley tourism and boost economic development from the tourism industry, reduce vehicle miles traveled on I-10 and other major highways, and improve air quality, especially in disadvantaged communities that align highways," according to the RCTC.

The City of Indio is advocating for the project and has looked at locations for a "multi-modal" transportation hub within its borders, zeroing in on the most likely spot for an endpoint train station.

RCTC Chair and Palm Desert Mayor Pro Tem Jan Harnik said, "While passenger rail service is still many years away, completing the draft program level environmental document is a huge milestone. We look forward to the day that train passengers can fully experience the attractions of our beautiful Coachella Valley. I see this as a transformational project — it will truly change how people travel between Los Angeles and the Coachella Valley."

What is the project's current status?

On Friday, the Draft Tier 1 Program-Level Environmental Impact Statement/Environmental Impact Report for the project is being released for public review and comments. The report is a high-level conceptual plan of the project and how it may affect the environment.

Southern California residents are encouraged to review the document between May 21 and July 6 at rctc.org/CVRail and at libraries in Los Angeles Union Station/Metro Library, Fullerton, Riverside, Colton, Loma Linda, Redlands, Beaumont, Banning, Palm Springs, Indio, and Coachella.

Public comments can be submitted online at https://www.regulations.gov/docket/FRA-2021-0048.

For those who prefer to use the U.S. mail, comments can be sent to:

Federal Railroad Administration

Amanda Ciampolillo, Environmental Protection Specialist

1200 New Jersey Avenue SE

Washington, DC 20590

Two virtual public hearings on the project are also scheduled. The hearings are an opportunity to learn more about the project. The content will be the same at both meetings. Spanish interpretation will be provided.

Public Hearing #1 is scheduled at 6 p.m., Thursday, June 22
Register at https://zoom.us/j/98860393291?pwd=VkJSUHRFaWRhUXhnM3BQRnBnb0Zqdz09

Public Hearing #2 is scheduled at 9 a.m., Saturday, June 26
Register at https://zoom.us/j/99115218303?pwd=MHBFSnFTWS9ORGM0Z3pvNnFTVXN2UT09

Next steps for the project

The Tier 1 Project Level EIS/EIR is not the last step for the project. The next phase of work is a Tier 2 Project Level EIS/EIR, which would study needed infrastructure improvements and station locations. The RCTC is working with state and federal partners to secure funds for this next phase, the agency explained.

The estimated timeline for train service to start could be up to 10 years after the Tier 2 EIS/EIR is completed. But first, the RCTC and project partners must finalize the Tier 2 document, secure funding for the $1 billion project, and get commitments from the freight railroads.

In the meantime, more information about the project can be found here https://tinyurl.com/n3y6emr6.

Traffic & Transit

Shared from Banning-Beaumont, CA

Train From Coachella Valley To Pass Area And LA: Public Hearings

Here is a chance for Southlanders to weigh in on the $1 billion proposal.

Toni McAllister, Patch Staff

Posted Tue, Jun 22, 2021 at 11:08 am PT

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC. (RCTC)

RIVERSIDE COUNTY, CA — The public is being asked to weigh in on a proposed $1 billion passenger rail service that would take riders from the Coachella Valley to Los Angeles, passing through the San Gorgonio Pass Area and other nearby areas.

Virtual public hearings are set for Tuesday, June 22, and Saturday, June 26, for residents, commuters, and other stakeholders who want to share their thoughts about the proposed Coachella Valley-San Gorgonio Pass Rail Corridor Service draft environmental studies.

The Riverside County Transportation Commission, in partnership with Caltrans and the Federal Railroad Administration, is hosting the public hearings to provide an overview of the proposal. The hearings will also provide an opportunity for meeting participants to make comments on studies included in the draft Environmental Impact Statement/Environmental Impact Report (EIS/EIS).

Participants must use the Zoom links below at the scheduled dates and times. The content will be the same for both public hearings. For those unable to participate, a recording of the public hearing will be posted on the project webpage the week of June 28. The deadline to submit comments is July 6.

- **Public Hearing #1 Tuesday, June 22, 6 p.m.**
  - https://zoom.us/ /98860393291?pwd=VkJSUHRFaWRhUXhnM3BQRnBnb0Zqdz09
- **Public Hearing #2 Saturday, June 26, 9 a.m.**
  - https://zoom.us/ /99115218303?pwd=MHBFSnFTWS9ORGM0Z3pvNnFTVXN2UT09

- https://www.regulations.gov/document/FRA-2021-0048-0002
- Federal Railroad Administration Amanda Ciampolillo, Environmental Protection Specialist 1200 New Jersey Avenue SE Washington, DC 20590

The draft EIS/EIS is available for review at rctc.org/cvrail and at libraries at Los Angeles Union Station/Metro Library, Fullerton, Riverside, Colton, Loma Linda, Redlands, Beaumont, Banning, Palm Springs, Indio, and Coachella.

The proposed service would provide two daily roundtrips between Los Angeles and the Coachella Valley, a 144-mile route. Service could begin in about 10 years after the current EIS/EIR is completed, if RCTC and project partners receive environmental approvals, obtain commitments from the freight railroads, and secure funding for the estimated $1 billion project.

"The service would offer an alternative to driving or riding the bus, serve residential and ob centers along the corridor, enhance access to Coachella Valley tourism and boost economic development from the tourism industry, reduce vehicle miles traveled, and improve air quality, especially in disadvantaged communities that align major highways," according to the RCTC.

Amtrak will likely provide the intercity service on existing tracks shared with other freight and passenger rail operators, according to the RCTC.

Learn more about the proposed project here.

Following the close of the public comment period on July 6, RCTC will respond to comments and prepare a Final EIS/EIR for Commission review and approval.

Planetizen

Proposed Rail Project Would Bring Trains from L.A. to Coachella Valley

Riverside County's transportation commission is moving forward with a proposal to bring passenger rail from Los Angeles to Indio.

June 7, 2021, 10:00 AM PDT
By Diana Ionescu @aworkoffiction

Riverside County Transportation Commission / Proposed Coachella Valley Rail Project

A new rail project may be coming to the Coachella Valley, reports Steven Sharp for Urbanize Los Angeles. "Earlier this month, the Riverside County Transportation Commission published a draft environmental study for the Coachella Valley rail project, which calls for running two daily round-trip trains between Union Station in Downtown Los Angeles and either the City of Indio or the City of Coachella."

"The first"—and recommended—"build option under study would serve the full 144 mile corridor between Los Angeles and the City of Coachella. Within the western section of the project area, trains would make use of existing infrastructure, including stations in the Cities of Fullerton and Riverside."

In addition to being a thriving agricultural region, the Coachella Valley, which includes Palm Springs, plays host to a variety of festivals, conventions, and events that bring more than 3 million visitors to the area each year. Riverside County Transportation Commission Chair and Palm Desert Mayor Pro Tem Jan Harnik says "I see this as a transformational project – it will truly change how people travel between Los Angeles and the Coachella Valley." If approved, the project "could start construction within 10 years of the completion of the environmental study" and is estimated to cost around $1 billion.

FULL STORY: Union Station - Coachella Valley rail project moves forward

Friday, June 4, 2021 in Urbanize Los Angeles

COMMUNITY / ECONOMIC DEVELOPMENT GOVERNMENT / POLITICS INFRASTRUCTURE TRANSPORTATION URBAN DEVELOPMENT View More

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Rail News: Passenger Rail

1/22/2021

RCTC advances LA-to-Coachella Valley rail proposal

The draft environmental impact report for the Coachella Valley-San Gorgonio Pass Corridor project proposes twice-daily service from Los Angeles to Indio or Coachella.

Photo - RCTC

The Riverside County Transportation Commission (RCTC) earlier this week announced it is nearing completion of an environmental impact report and service development plan for a daily passenger-rail service between Los Angeles and the Coachella Valley in California.

The draft environmental impact report/environmental impact statement proposes twice-daily service from Los Angeles via Fullerton, Colton, and the San Gorgonio Pass to Indio or Coachella. The 145-mile route would take less than three-and-a-half hours and offer an alternative to the often congested Route 91 and Interstate 10, RCTC officials said in a press release.

The environmental analysis addresses questions and impacts of the project, but does not identify station locations or other specific infrastructure for the new service. More detailed studies would be conducted as part of a future Tier 2 environmental analysis, which would involve station selection and determining rail improvements required for the proposed service, officials said.

RCTC, the California Department of Transportation, the Federal Highway Administration and other local partners are exploring funding to develop the Tier 2 environmental analysis.

Other technical modeling for the project also has been completed, including how the trains will travel through the higher elevations in the San Gorgonio Pass and maintain speeds for effective travel.

Later this year, RCTC will host meetings to invite public comment on the draft studies. Following the public comment period, the RCTC and its project partners anticipate project approval by the end of 2021. If funding can be secured, work then could begin on the Tier 2 environmental studies, followed by detailed project design, and then construction.

Posted by Cindy Uken | Jun 9, 2021 | News, Politics

RUIZ SUCCESSFULLY INCLUDES MAJOR INDIO INFRASTRUCTURE PROJECT IN SURFACE TRANSPORTATION REAUTHORIZATION BILL

LEGISLATION WOULD PROVIDE $20 MILLION TO EXPAND, IMPROVE THE I-10/MONROE ST. INTERCHANGE

WASHINGTON – Congressman Raul Ruiz, M.D., CA-36, on Wednesday announced that a major infrastructure project for the 36th District in Indio was selected for authorization and funding in the INVEST in America Act.

This legislation includes $20 million specifically for the Monroe St. Interchange Project in Indio to reconstruct and widen the on- and off-

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"I am thrilled to see the much-needed Monroe Street Interchange Project included in the Invest in America Act," Ruiz said in a prepared statement. "Once passed, this bill will bring home $20 million to help our local infrastructure meet the demands of our growing community and help residents and tourists alike cut down on travel times while experiencing safer commutes. I'll continue to advocate to get this bill passed through Congress to benefit my constituents."

The current interchange at the I-10 / Monroe Street exit has insufficient shoulder and pedestrian sidewalks, and only contains single lanes for the freeway on- and off-ramps. In addition, the bridge structure requires a seismic retrofit to ensure lasting safety.

The authorized project would reconstruct the overpass, establishing four additional lanes and providing safe access for pedestrians and cyclists. In addition, the on- and off-ramps would have multiples lanes to reduce congestion.

The INVEST in America Act helps achieve the goals of President Biden's American Jobs Plan by investing in American workers and helping communities of all sizes improve their critical infrastructure. The legislation includes:

- $343 billion for roads, bridges, and public safety measures;
- $109 billion to help local transit invest in low emission vehicles and establish new programs to increase usership;
- And $95 billion for passenger and freight rail including funding to help projects like the CV Rail project, to bring passenger rail service from Los Angeles to the Coachella Valley.

"The City of Indio is projected to grow more than 50% over the next decade, thanks to development north of the freeway, additional shopping and dining opportunities, and the influx of more than a million visitors to our festivals annually," said Indio Mayor Elaine Holmes. "Once signed into law, this $20 million funding from the federal government will expand the Monroe Street overpass beyond the one-lane bridge we outgrew years ago, to meet its potential as a vital portal into our city and the surrounding communities."

"Improving the interchange at Interstate 10 and Monroe has been a

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deaths in #California since the start of the #pandemic, according to @CAPublicHealth.
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Executive Committee. “This federal investment will help us make Indio and the eastern Coachella Valley more accessible to both residents and visitors, increasing the opportunities for growth and future economic development in the region.”

More than 4,000 projects were submitted to the Transportation and Infrastructure Committee for potential inclusion in the INVEST in America Act. The Monroe Street Interchange Project was selected by the Committee at Rep. Ruiz’s urging for its potential to reduce emissions, increase safety, and help the 36th District meet the needs of a growing population.

The Transportation and Infrastructure Committee held a markup of the INVEST In America Act on Wednesday, June 9th.

Image Sources

- Monroe Street Interchange Project: City of Indio

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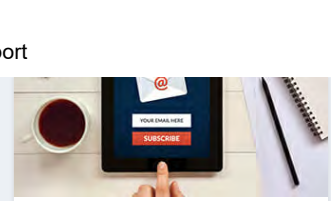
ABOUT THE AUTHOR

Cindy Uken

Cindy Uken is a respected, award-winning journalist who is persistent in getting the details of a news story so readers will be better informed about political, healthcare and



REGIONAL (/LA/NEIGHBORHOOD/REGIONAL)

Union Station - Coachella Valley rail project moves forward

Up to five new stations along a 144-mile corridor

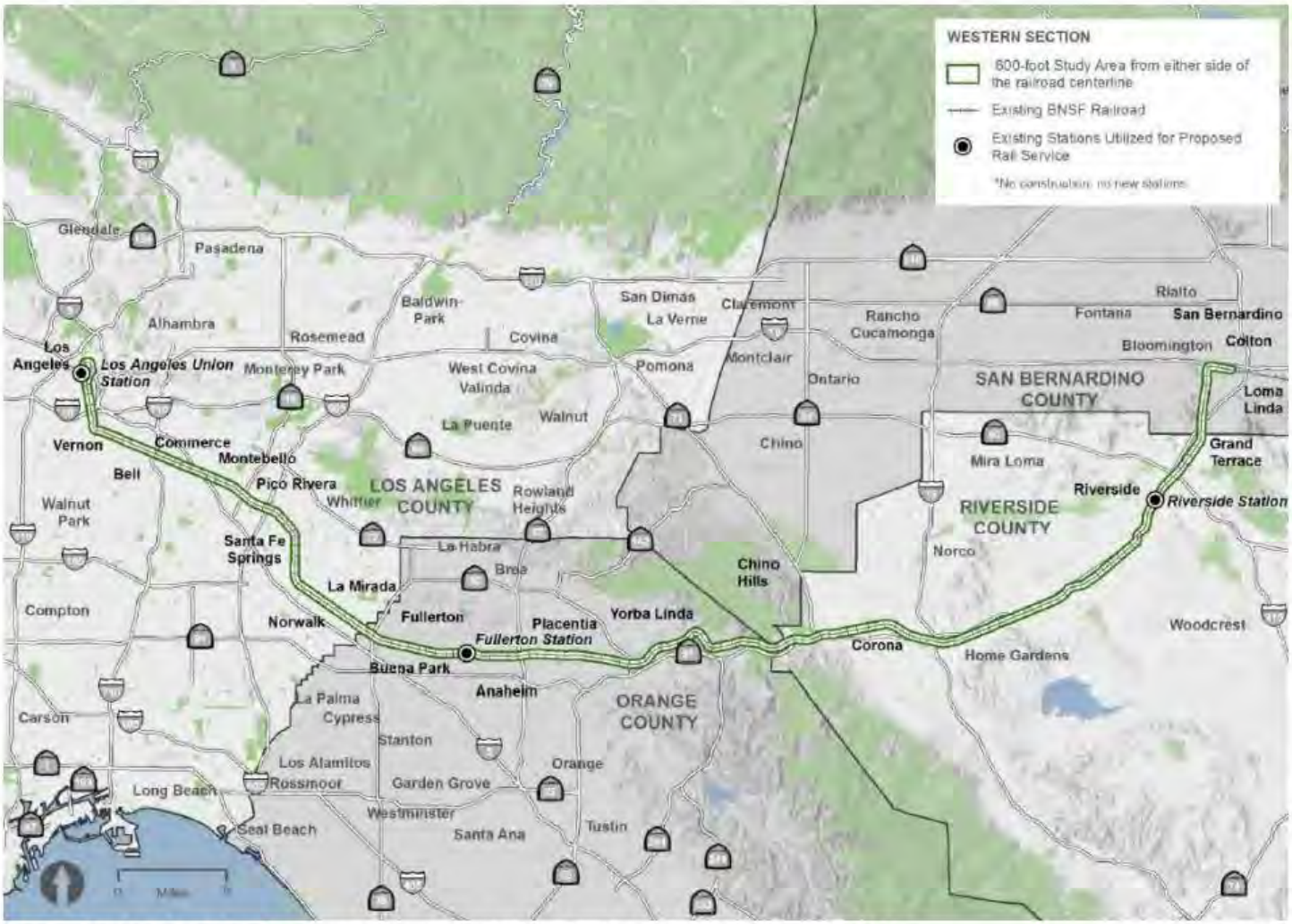
(mailto:?subject=Someone has shared an article from Urbanize with you&body=I just read this on Urbanize and thought you'd find it interesting:%0D%0DUnion Station - Coachella Valley rail (https://twitter.com/intent/tweet?text=Union+Station+-+Coachella+Valley+rail+project+moves+forward&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Funion-station-coachella-valley-rail-project-palm-springs) (https://www.linkedin.com/shareArticle?mini=true&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Funion-station-coachella-valley-rail-project-palm-springs&title=Union+Station+-+Coachella+Valley+rail+project+moves+forward&source=LinkedIn)

MAY 28, 2021, 8:00AM STEVEN SHARP **61 COMMENTS**

Slowly but surely, a proposal to launch rail service between Los Angeles and the Coachella Valley is moving forward.

Earlier this month, the Riverside County Transportation Commission **published a draft environmental study for the Coachella Valley rail project (http://www.rctc.org/CVRail)**, which calls for running two daily round-trip trains between Union Station in Downtown Los Angeles and either the City of Indio or the City of Coachella. In either alternative, service would include one morning departure and one afternoon departure.

"While passenger rail service is still many years away, completing the draft program level environmental document is a huge milestone," **said RCTC Chair and Palm Desert Mayor Pro Tem Jan Harnik in a prepared statement (https://www.rctc.org/cv-rail-milestone-2021/)**. "We look forward to the day that train passengers can fully experience the attractions of our beautiful Coachella Valley. I see this as a transformational project – it will truly change how people travel between Los Angeles and the Coachella Valley," she said.

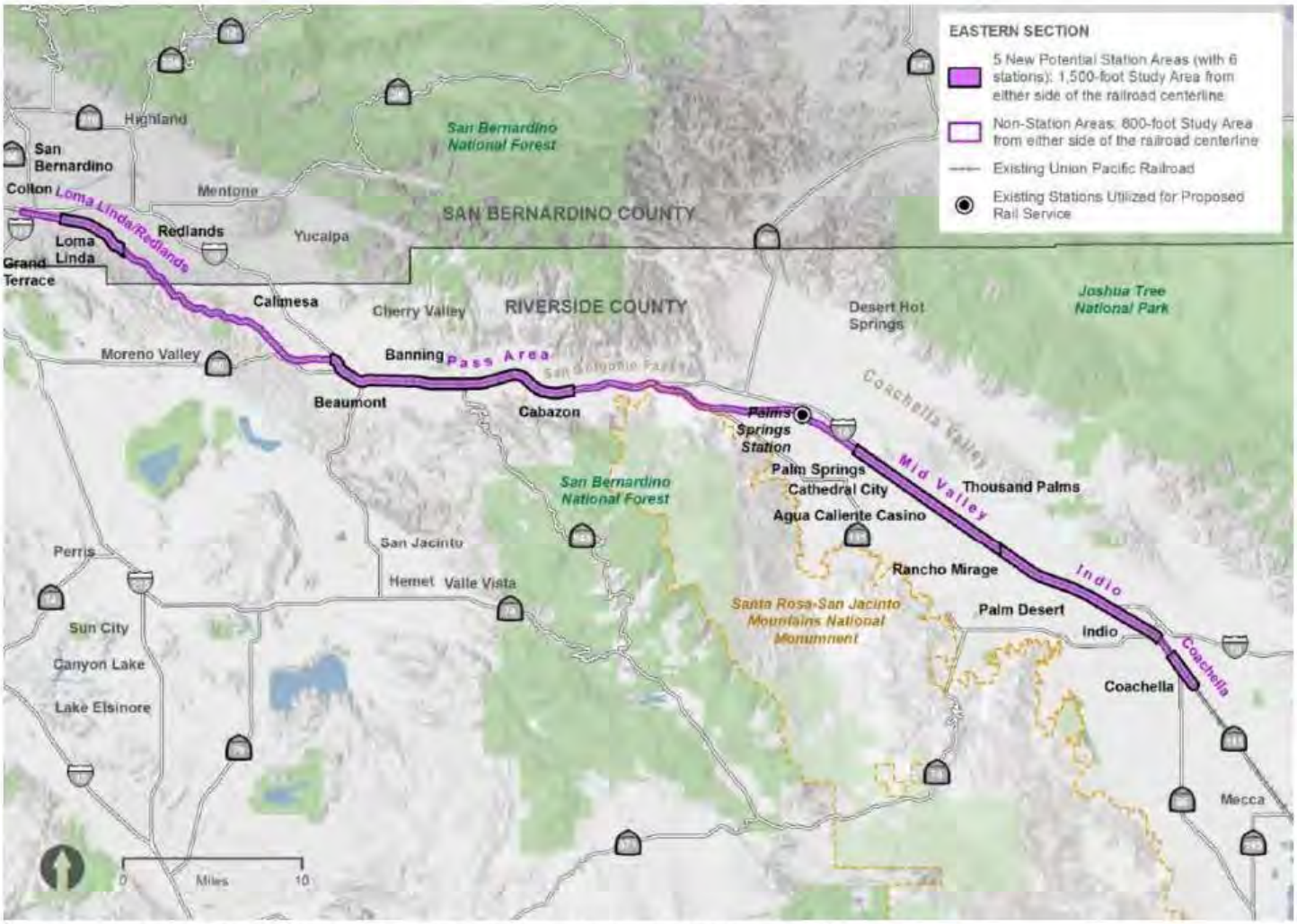


(https://urbanize.city/la/sites/urbanize.city.la/ les/styles/1140w/public/2021-05/coachella%20la%20union%20station%20rail%20map%201.jpg?itok=_u3-Na0x)

Los Angeles - Colton segment of the Coachella Valley rail project

RCTC

The rst build option under study would serve the full 144 mile corridor between Los Angeles and the City of Coachella. Within the western section of the project area, trains would make use of existing infrastructure, including stations in the Cities of Fullerton and Riverside.



(https://urbanize.city/la/sites/urbanize.city.la/ les/styles/1140w/public/2021-05/coachella%20la%20union%20station%20rail%20map%202.jpg?itok=Sb65vWj_)

Colton to Indio alternatives

RCTC

East of the City of Colton in San Bernardino County, the project calls for upgrades to existing main line track, including:

- **the construction of up to ve new stations;**

-

- the addition of a third main line track;
- new crossovers and sidings;
- a new railroad bridge across the Santa Ana River; and
- improvements to signals, drainage systems, and grade separation structures.

Potential sites for the five new stations would all be located in Riverside County. In addition to an existing stop in the City of Palm Springs, new stations could be built:

1. the Loma Linda/Redlands area;
2. near the communities of Beaumont, Banning, and Cabazon;
3. near Cathedral City, Thousand Palms, Agua Caliente Casino, Rancho Mirage, and Palm Desert; and
4. in the City of Indio;
5. in the City of Coachella.

(https://urbanize.city/la/sites/urbanize.city/files/2021-05/coachella%20la%20union%20station%20rmk=mkRV7JoA)

Under the second build alternative, the c ximately 140 miles, with the eastern

terminus to be located in the City of In improvements to the eastern corridor would remain largely the same, save f hella.

RCTC is also studying a third build alternative which would run to Indio, but reduce the amount of main line track construction along the corridor.

The environmental report identi es the rst option, with a terminus in Coachella, as the recommended preferred alternative.

The project, which would cost roughly $1 billion to implement, could start construction within 10 years of the completion of the environmental study

For more information, register for upcoming public meetings regarding the project.

Thursday, June 22 at 6 p.m.
Register **here (https://zoom.us/j/98860393291?pwd=VkJSUHRFaWRhUXhnM3BQRnBnb0Zqdz09)**

Saturday, June 26 at 9 a.m.
Register **here (https://zoom.us/j/99115218303?pwd=MHBFSnFTWS9ORGM0Z3pvNnFTVXN2UT09)**

COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR (/LA/TAGS/COACHELLA-VALLEY-SAN-GORGONIO-PASS-RAIL-CORRIDOR) UNION STATION (/LA/TAGS/UNION-STATION)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (/LA/TAGS/RIVERSIDE-COUNTY-TRANSPORTATION-COMMISSION)

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Name

Wonderland Park • 2 months ago
Needs the dedicated track, this is one of the busiest freight corridors in the country. Great idea if they can execute right.
18 | • Reply • Share ›

Marven Norman ➚ Wonderland Park • a month ago
Agreed, but I think it should be quite obvious that spending $1B+ should provide way more than just two daily round trips.
8 | • Reply • Share ›

donkeyGoesHome ➚ Marven Norman • a month ago
I just submitted a comment about there being more round trips.
1 | • Reply • Share ›

@BPS • a month ago
Not sure why this has never been developed. LA to PS has always been a popular destination. I do think the station should be closer to the heart of PS or even Palm Desert.
16 | • Reply • Share ›

Trevor Green ➚ @BPS • a month ago
Agreed. Every weekend people come into Palm Springs. At least make it near Cat City or Rancho Mirage. Indio and (the city of) Coachella are pretty far down the valley.
3 | • Reply • Share ›

John Crandell ➚ Trevor Green • a month ago
What? I thought sure there'd be a Trump Presidential Library built somewheres in coachella.
2 | • Reply • Share ›

Blake Alexander ➚ Trevor Green • a month ago
If it's between Bob Hope and Washington, you'd have somewhat easy access to the casino, breweries and hockey arena
1 | • Reply • Share ›

bubba10 ➚ @BPS • a month ago
There is an existing track and existing station currently, just no service.
| • Reply • Share ›

Blake Alexander ➚ bubba10 • a month ago
3x weekly roundtrip Amtrak service to Union Station. Cheap, comfortable and fairly fast. It's just that the schedule is inconvenient
4 | • Reply • Share ›

davidd ➚ Blake Alexander • a month ago
From the Amtrak website:

Effective May 20, 2021

Due to sandstorms at and around the Palm Springs, CA, station, Amtrak is temporarily suspending service to this location.

Local sandstorms are causing sand drifts near the station, making it unsafe for our passengers. We are working with our host railroad, Union Pacific to implement repairs as soon as possible.

When conditions improve, we will resume service to Palm Springs.
1 | • Reply • Share ›

johnsmart • a month ago

Everyone reading this will be dead before this is built.

It's idiotic how long projects like this take.

18 | 1 • Reply • Share ›

Blake Alexander ➚ johnsmart • a month ago

They've been floating this for well over a decade now. Service was supposed to be up and running BY 2020, now it's "10 years from the completion of the environmental study"

1 | • Reply • Share ›

mittim80 ➚ Blake Alexander • a month ago

Remember, 10 to the groundbreaking, not beginning of service. Add another 10 years for that.

3 | • Reply • Share ›

Marven Norman ➚ Blake Alexander • a month ago

If only. It's actually been studied since at least the early 1990s.

https://www.rctc.org/wp-con...

2 | • Reply • Share ›

John Crandell ➚ johnsmart • a month ago

O K, everyone, now let's get out the hemlock!

| • Reply • Share ›

theexman ➚ johnsmart • a month ago

Just like the LA to Vegas line.

| • Reply • Share ›

Dylan Connolly ➚ theexman • a month ago

Well, Brightline is going ahead with it. Now, Amtrak wants to get in on the action as well.

| • Reply • Share ›

bubba10 • 2 months ago

I would ride it a lot. Build it asap!

9 | • Reply • Share ›

MG • a month ago

I don't know why this would take so long. if they had good train service between PS or Palm Desert to L.A. I would move down there full time. Property values would go up in the area too.

5 | • Reply • Share ›

SeaDoc • a month ago

Love it!!! Now, let's make it happen...

4 | • Reply • Share ›

Marven Norman • a month ago

It should be obvious, but a billion or more for only two daily trains is asinine. If the public is being expected to make that investment, then there **must** be more passenger service out of the deal. The plan should be for a minimum of six round trips at the open (and plans to increase to 12), increasing the *Sunset Limited* to daily service, and extending service over to Phoenix/Tucson and perhaps Calexico, which was part of the original studies of the route. Of course, this looks to be well be out of the realm of RCTC. They don't have the money to get this done and it isn't competitive for grants. Thus, Caltrans needs to take over getting this up and running, including funding several of the daily trains. That's the only way it will get completed in the timeframe outlined.

Also, it's time to talk about the game that Union Pacific is playing. There remain segments of the

route between Indio and Yuma that are single-tracked, but they're trying to force RCTC to build them a third track from Indio to Colton? This is especially suspect given that UP has recently announced plans to expand their Colton railyard into being an intermodal facility. They definitely should be made to demonstrate why double-tracking Indio-Yuma and adding sidings at the stations isn't a more feasible option than forcing a third track that conveniently connects directly to their new yard. Admittedly, I'm no rail expert, but on its face, it certainly sounds cheaper to double-track to Yuma, perhaps even including a new bridge over the Colorado River at the Arizona-

see more

3 ^ | v • Reply • Share ›

John Crandell ➚ Marven Norman • a month ago

Needs premiere emphasis:

"but they still aren't happy and instead want a third track, which suggests that all of the capacity improvement that is provided by that project has been absorbed by freight despite all the public money which went into it."

2 ^ | v • Reply • Share ›

donkeyGoesHome ➚ Marven Norman • a month ago

they got sued over the colton crossing for the exact same thing. they wanted the taxpayers to foot the bill without any public benefit

1 ^ | v • Reply • Share ›

Marven Norman ➚ donkeyGoesHome • a month ago

Oh really? I wasn't aware of that part at all...

^ | v • Reply • Share ›

donkeyGoesHome ➚ Marven Norman • a month ago

yep. they settled at the last minute to allow four more metrolink trains in 2010 on BNSF's line. If they wouldn't have settled, the county would have lost a 33 million TIGER grant

1 ^ | v • Reply • Share ›

Marven Norman ➚ donkeyGoesHome • a month ago

I guess it's a start. I would like to see more IEOC Line trains starting in San Bernardino, especially the late train in the day. Would also be good to get at least one of them to start in Redlands.

^ | v • Reply • Share ›

zzzzzzzzz • a month ago

new gold line spur?

3 ^ | v • Reply • Share ›

John Crandell ➚ zzzzzzzzz • a month ago

THAT is a separate and slightly different context as well as a slightly different technology.

^ | v • Reply • Share ›

Dylan J. Gera • 2 months ago

Great idea, but how does that Palm Springs station serve anyone? It looks like it's about a 10 minute drive away from the town still.

4 ^ | v 1 • Reply • Share ›

carter ➚ Dylan J. Gera • a month ago

It is about a ten minute drive up Indian, not far from the 10 freeway. PS could run bus service there when arrivals are due to arrive, twice a day, or just put a rental car agency there.

4 ^ | v • Reply • Share ›

BretMC ➚ Dylan J. Gera • a month ago

I think at this point the most we can hope for is a decent station experience from the

beginning, so that if they add service in the future it's already got bathrooms and food kiosks and what not. As far as being close to town is concerned I think we can only hope that Palm Springs builds on the parking lots and empty land (versus building out to reach the station) they already have and make it dense, and then just run shuttle service that is super convenient. Then at least people could feel like they didn't need to rent a car for the weekend!

I know none of it is ideal, but at least we're finally getting train service out there, which seems like a long time coming.

3 ^ | v • Reply • Share ›

bubba10 ➚ Dylan J. Gera • 2 months ago

Uber.

4 ^ | v 2 • Reply • Share ›

Dylan J. Gera ➚ bubba10 • a month ago

I'd rather we just build mass transit systems people will actually use because they are convenient.

7 ^ | v 1 • Reply • Share ›

Paxton ➚ Dylan J. Gera • a month ago

for mass transit, you need density. The current 10 square miles around the station has an approximate density of one person/sqmi.

2 ^ | v • Reply • Share ›

Dylan J. Gera ➚ Paxton • a month ago

Hence, build it in the actual town.

^ | v • Reply • Share ›

Blake Alexander ➚ Dylan J. Gera • a month ago

It's a pre-existing Amtrak station and it's a short ride to town. There's no reasonable way to build a station in downtown palm springs

4 ^ | v • Reply • Share ›

Paxton ➚ Dylan J. Gera • a month ago

and at about 500 people/sqmi, Palm Springs is about 1/9 as dense as Norfolk, Virginia: home of the least-used non-streetcar light rail system in the country. no way this would pencil out. buses, maybe. real mass transit, not so much.

1 ^ | v • Reply • Share ›

JDRCRASHER ➚ Paxton • a month ago • edited

Apples to oranges. The infrastructure to support light-rail (and especially that of 3rd rail HRT) is actually much more expensive to build and maintain overall than that of typical DMU based long-distance travel like Amtrak, or for even more heavily used Commuter rail systems like Metrolink, Coaster, Caltrain, Metra etc.

And with the latter, you don't need as high of headway frequency (resulting from increased density) for it to pencil out.

1 ^ | v • Reply • Share ›

Marven Norman ➚ Dylan J. Gera • a month ago

Not worth the trouble.

^ | v • Reply • Share ›

amplifycolor ➚ Dylan J. Gera • a month ago

Yep, this is basically a train to nowhere. Looking at the land use section of the draft report, it's all about protecting farmland. In the desert. We shouldn't spend billions of dollars of public money to allow yuppies in LA to travel to the desert once a year.

2 | 7 • Reply • Share ›

Blake Alexander ➚ amplifycolor • a month ago

800,000 people in the Desert Empire and 4 mill+ in the Inland Empire would disagree

6 | • Reply • Share ›

amplifycolor ➚ Blake Alexander • a month ago

see more

1 | 3 • Reply • Share ›

Blake Alexander ➚ amplifycolor • a month ago

Yeah I'm from there and been using PSN for 3 decades, so I don't need photos from Google

3 | • Reply • Share ›

Marven Norman ➚ amplifycolor • a month ago

I mean various bills keep getting advanced in the Legislature which would essentially do exactly that.

| • Reply • Share ›

John Crandell ➚ amplifycolor • a month ago

Was that before, or after, the earthquake?

| • Reply • Share ›

Ants in my eyes Jansen • a month ago

This will be suuuuuper slow if there's not dedicated track. Billion dollars for a slow train like this = no ridership i don't care how popular the destination is.

2 | • Reply • Share ›

SeaMoney • a month ago

For the love of God can we please get electrification?

1 | • Reply • Share ›

Marven Norman ➚ SeaMoney • a month ago

For real, especially if we're being forced to pay for a third track. At that point, might as well build a fourth as well and make a passenger-only electrified corridor.

1 | • Reply • Share ›

William Frankenfeld • a month ago

I don't understand why we need to invest in a commuter rail between Palm Springs and LA when it's so hard for most in LA to get to Union Station. The money should be spent on improving local

transit, especially buses, in San Bernardino and Riverside Counties.

1 ^ | v 1 • Reply • Share ›

Jim White ➚ William Frankenfeld • a month ago

Uh, have you been to LA lately? It's not that hard for a significant number of people who live near any rail line in LA. And for a large number of us who live within a $7 Uber ride. Having said that, this will never get built. It's a huge sum of money for a very limited return. Although given the number of people who commute from Victorville to LA area daily for work, maybe. But since we've learned from the pandemic that we don't have to travel to work, that probably doesn't cut it either. Building this for the 1,000 or 2 that come out for the weekend isn't gonna cut it.

REGIONAL (/LA/NEIGHBORHOOD/REGIONAL)

Union Station - Coachella Valley rail project moves forward

Up to five new stations along a 144-mile corridor

(mailto:?subject=Someone has shared an article from Urbanize with you&body=I just read this on Urbanize and thought you'd find it interesting:%0D%0DUnion Station - Coachella Valley rail (https://twitter.com/intent/tweet?text=Union+Station+-+Coachella+Valley+rail+project+moves+forward&via=Urbanize&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Funion-station-coachella-valley-rail-project-palm-springs) (https://www.linkedin.com/shareArticle?mini=true&url=https%3A%2F%2Furbanize.city%2Fla%2Fpost%2Funion-station-coachella-valley-rail-project-palm-springs&title=Union+Station+-+Coachella+Valley+rail+project+moves+forward&source=LinkedIn)

MAY 28, 2021, 8:00AM STEVEN SHARP **61 COMMENTS**

Slowly but surely, a proposal to launch rail service between Los Angeles and the Coachella Valley is moving forward.

Earlier this month, the Riverside County Transportation Commission **published a draft environmental study for the Coachella Valley rail project (http://www.rctc.org/CVRail)**, which calls for running two daily round-trip trains between Union Station in Downtown Los Angeles and either the City of Indio or the City of Coachella. In either alternative, service would include one morning departure and one afternoon departure.

"While passenger rail service is still many years away, completing the draft program level environmental document is a huge milestone," **said RCTC Chair and Palm Desert Mayor Pro Tem Jan Harnik in a prepared statement (https://www.rctc.org/cv-rail-milestone-2021/)**. "We look forward to the day that

train passengers can fully experience the attractions of our beautiful Coachella Valley. I see this as a transformational project – it will truly change how people travel between Los Angeles and the Coachella Valley," she said.

(https://urbanize.city/la/sites/urbanize.city.la/ les/styles/1140w/public/2021-05/coachella%20la%20union%20station%20rail%20map%201.jpg?itok=_u3-Na0x)

Los Angeles - Colton segment of the Coachella Valley rail project

RCTC

The rst build option under study would serve the full 144 mile corridor between Los Angeles and the City of Coachella. Within the western section of the project area, trains would make use of existing infrastructure, including stations in the Cities of Fullerton and Riverside.

(https://urbanize.city/la/sites/urbanize.city.la/ les/styles/1140w/public/2021-05/coachella%20la%20union%20station%20rail%20map%202.jpg?itok=Sb65vWj_)

Colton to Indio alternatives

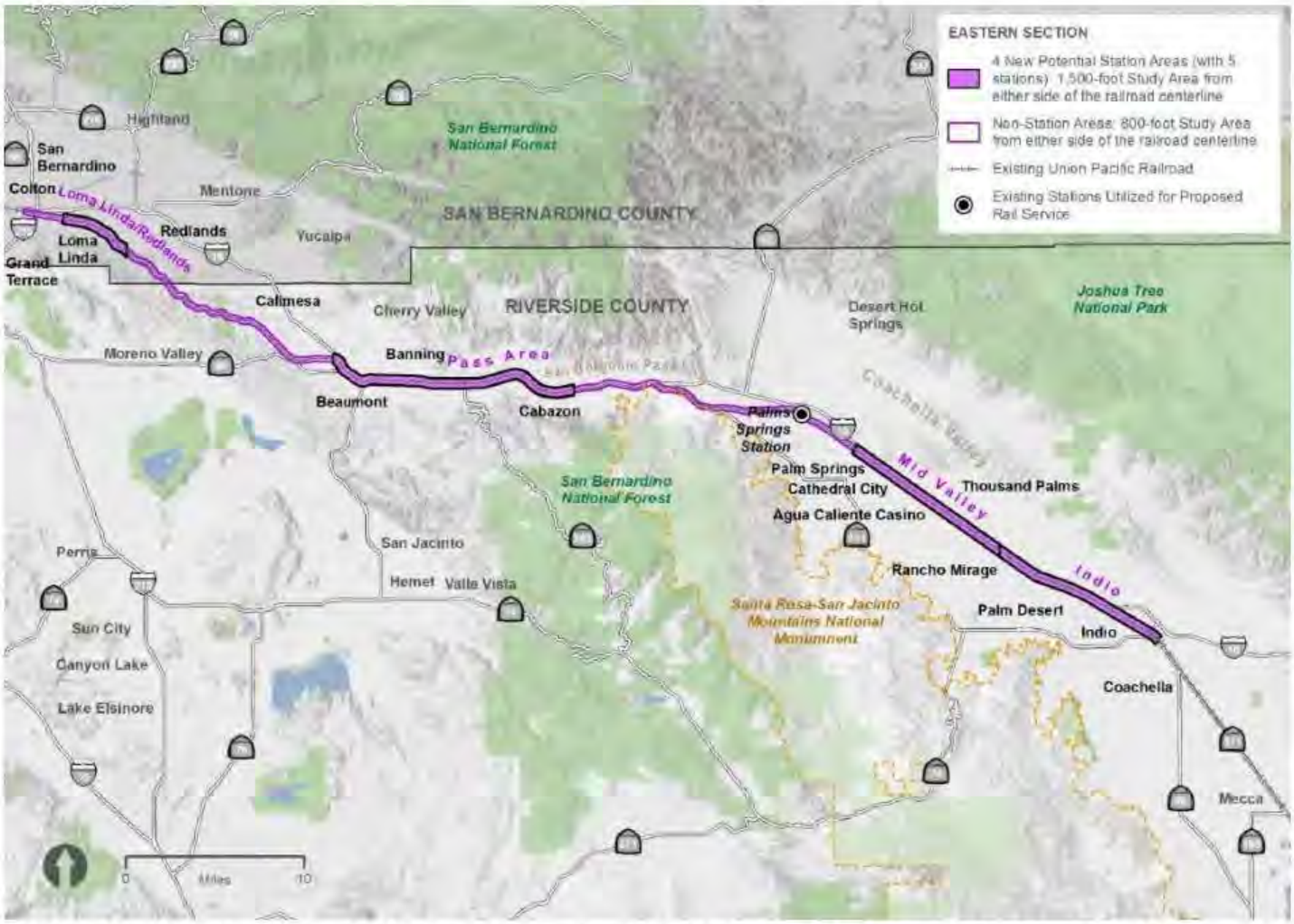
RCTC

East of the City of Colton in San Bernardino County, the project calls for upgrades to existing main line track, including:

- **the construction of up to ve new stations;**
- **the addition of a third main line track;**
- **new crossovers and sidings;**
- **a new railroad bridge across the Santa Ana River; and**
- **improvements to signals, drainage systems, and grade separation structures.**

Potential sites for the ve new stations would all be located in Riverside County. In addition to an existing stop in the City of Palm Springs, new stations could be built:

1. **the Loma Linda/Redlands area;**
2. **near the communities of Beaumont, Banning, and Cabazon;**
3. **near Cathedral City, Thousand Palms, Agua Caliente Casino, Rancho Mirage, and Palm Desert; and**
4. **in the City of Indio;**
5. **in the City of Coachella.**



(https://urbanize.city/la/sites/urbanize.city.la/ les/styles/1140w/public/2021-05/coachella%20la%20union%20station%20rail%20map%203.jpg?itok=mkRV7JoA)

Colton - Coachella segment

RCTC

Under the second build alternative, the corridor would be limited to approximately

140 miles, with the eastern terminus to be located in the City of Indio. Under this option, the proposed improvements to the eastern corridor would remain largely the same, save for the absence of a terminus in Coachella.

RCTC is also studying a third build alternative which would run to Indio, but reduce the amount of main line track construction along the corridor.

The environmental report identi es the rst option, with a terminus in Coachella, as the recommended preferred alternative.

The project, which would cost roughly $1 billion to implement, could start construction within 10 years of the completion of the environmental study.

For more information, register for upcoming public meetings regarding the project.

Thursday, June 22 at 6 p.m.
Register **here (https://zoom.us/j/98860393291?pwd=VkJSUHRFaWRhUXhnM3BQRnBnb0Zqdz09)**

Saturday, June 26 at 9 a.m.
Register **here (https://zoom.us/j/99115218303?pwd=MHBFSnFTWS9ORGM0Z3pvNnFTVXN2UT09)**

COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR (/LA/TAGS/COACHELLA-VALLEY-SAN-GORGONIO-PASS-RAIL-CORRIDOR)

UNION STATION (/LA/TAGS/UNION-STATION)

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (/LA/TAGS/RIVERSIDE-COUNTY-TRANSPORTATION-COMMISSION)

Appendix C

Project Website

COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE PROJECT

Project Status: **LONG-TERM CONSTRUCTION**

Location: Between Los Angeles and Indio

Construction: Long Range

Investment: Initial Tier 1/Program EIS/EIR $6 million; costs to be determined for future project phases and construction

FACT SHEET

FAQ

OVERVIEW

OVERVIEW

The Riverside County Transportation Commission, in coordination with the Federal Railroad Administration and the California Department of Transportation, 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 proposed Coachella Valley-San Gorgonio Pass Rail Corridor extends approximately 144 miles between Los Angeles and the Coachella Valley with stops in Los Angeles, Orange, San Bernardino, and Riverside counties.

Follow the project on Facebook at @CVRailProject.

PROJECT STATUS

The Draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report is available for public review and comment from May 21 to July 6, 2021. Please use the Draft Tier 1/Program EIS/EIR tab below to view the draft document and see the Public Hearings tab below for options to submit public comments.

Station locations, funding, and the timing for the start of construction and service will be identified during the future Tier 2 Project Environmental Impact Statement/Environmental Impact Report.

PROJECT SCHEDULE

DRAFT TIER 1/PROGRAM EIS/EIR

PUBLIC HEARINGS

ADDITIONAL RESOURCES

CONTACT US

CONTACT US

Coachella Valley Rail Project

Fields marked with an * are required

I WOULD LIKE TO: *

- (•) Add my contact information to the Coachella Valley Rail Project database
- ( ) Have a CVR Project representative contact me about speaking to my organization
- ( ) Request help with my question/comment (see comment field below)

First Name*

Last Name*

Email*

Phone

Message*

SUBMIT

Appendix D

Newspaper Advertisements

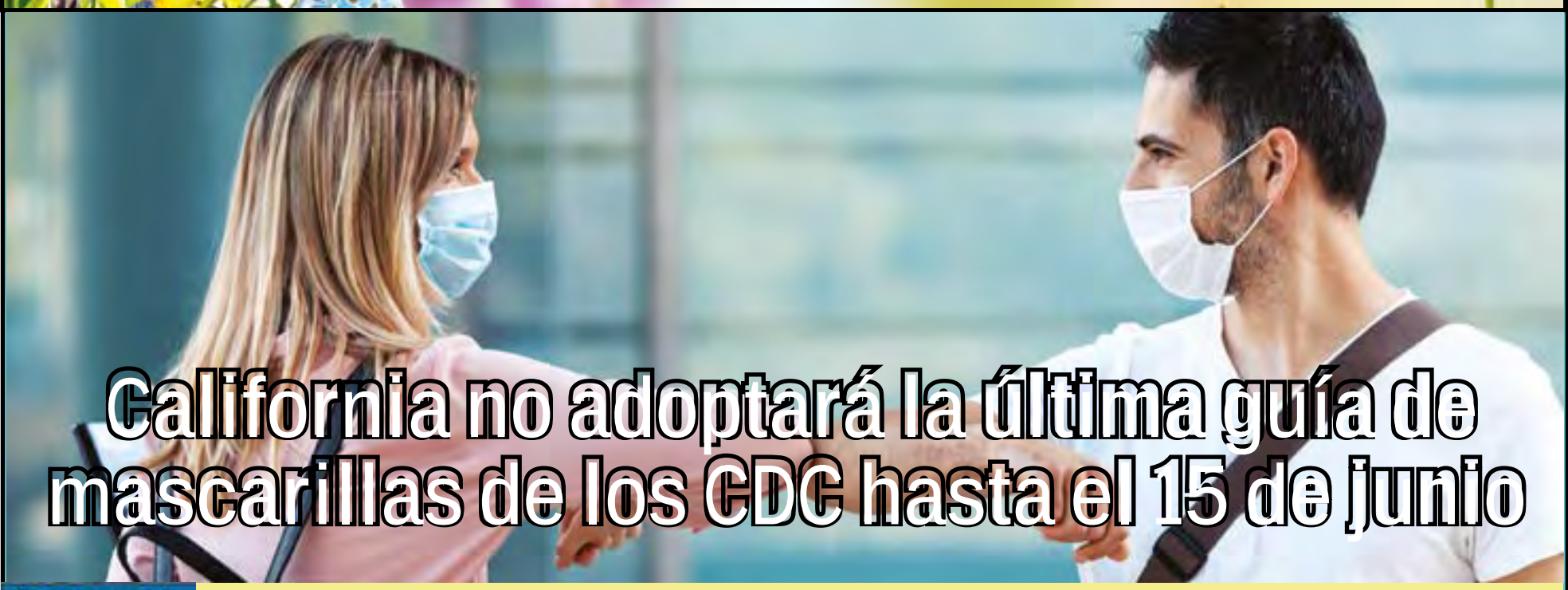
GRATIS

El Informador del Valle

Sirviendo a nuestra comunidad desde 1988

JUEVES 20 AL MIERCOLES 26 DE MAYO DE 2021 | INDIO, CA Nº 4842 AÑO 33

Website: www.elinformadordelvalle.net Oficina: 760.342.7558 E-mail: informador.newspaper@gmail.com



California no adoptará la última guía de mascarillas de los CDC hasta el 15 de junio

TEMPERATURA DE LA SEMANA

JUEVES 20	94f
VIERNES 21	84f
SABADO 22	86f
DOMINGO 23	91f
LUNES 24	99f
MARTES 25	100f
MIERCOLES 26	100f

California.- Los californianos completamente vacunados tendrán que usar cubiertas faciales en la mayoría de los ambientes interiores durante otro mes, ya que el estado anunció el lunes que esperará hasta el 15 de junio para adoptar las últimas directrices de los Centros para el Control y la Prevención de Enfermedades.

El CDC ha dicho que las personas completamente vacunadas no necesitan usar máscaras al aire libre en multitudes y en la mayoría de los entornos interiores. La nueva guía todavía exige el uso de máscaras en entornos interiores abarrotados como autobuses, aviones, hospitales, prisiones y refugios para personas sin hogar.

El Dr. Mark Ghaly, secretario de Salud y Servicios Humanos de California, dijo que el estado revisó las pautas de los CDC y decidió que era importante esperar a que se implementen.

"Como incluso dijo el CDC, la implementación de esto es importante", dijo Ghaly. "Hay diferentes formas de implementar, y darle a California ... algo de tiempo para hacerlo de una manera que permita que se haga bien sin un nivel de confusión es donde estamos.

"De ninguna manera está diciendo que la ciencia o la dirección de los CDC estén equivocados o que sean un desafío".

Los estados de orientación actuales de California no requieren cubiertas para

(Continua en página 10)

Anunciamos con gran tristeza el fallecimiento de nuestro querido y amado Padre, Abuelo, Bisabuelo y Tatarabuelo...

Bonifacio Padilla

5/junio/1930 – 26/abril/2021

Presidido por el fallecimiento de su querida compañera y esposa Uvaldina Padilla.

Muchos de ustedes conocieron a nuestro padre como el Sr. Padilla o Don Boni. Nació en Mascota, Jalisco México.

Nuestro padre fue un señor muy trabajador desde joven, se retiró del Southern Pacific Railroad donde trabajo por 30 años, después se incorporó al equipo de trabajo El Informador del Valle donde fue fotógrafo y repartidor del periódico por todo el Valle de Coachella.

Le encantaba tomar fotos para fiestas, cumpleaños, bodas y quinceañeras.
Los servicios serán de 5-9 pm el 26 de mayo del 2021, Rosario 6:30 pm

Funeraria Casillas.
85891 Grapefruit Blvd.
Coachella, CA 92236

Su Santa Misa será el 27 de mayo de 2021 a las 11 am en la Iglesia Catolica de Sacred Heart Church 43775 Deep Canyon en Palm Desert, Ca.

Su sepelio será después de la misa en Coachella Valley Cementary.

El asambleísta Eduardo García aplaude la propuesta de 220 millones de dólares del gobernador Newsom para el Salton Sea

Sacramento, CA. - El asambleísta Eduardo García (D-Coachella), presidente del Comité de la Asamblea sobre Agua, Parques y Vida Silvestre, aplaude la propuesta de infraestructura de agua, respuesta a la sequía y resiliencia climática del gobernador Gavin Newsom de $5.1 mil millones, que incluye $220 millones para el Mar de Salton. Después de los persistentes esfuerzos de defensa de García, la financiación recientemente anunciada de Salton Sea maximizaría los resultados del hábitat y proporcionaría un alivio económico inmediato a la comunidad.

"La nueva propuesta de infraestructura de agua del Gobernador trae grandes noticias y potencialmente grandes dólares para Salton Sea. Trabajando en coordinación activa con el Gobernador y su administración, estamos agradecidos de contar con el apoyo del Gobernador para incrementar los esfuerzos de mitigación del Salton Sea y emocionados por esta oportunidad de aprovechar nuestro progreso con una inversión estatal adicional de $220 millones", dijo el Asambleísta Eduardo García.

"Estos $220 millones recientemente propuestos reforzarían los $200 millones que obtuvimos previamente en la Proposición 68 y se alinearían con nuestro impulso legislativo actual para desbloquear $240 millones para Salton Sea junto con otras asignaciones necesarias para inversiones en infraestructura de agua y resiliencia climática comunitaria. El tiempo corre y debemos concentrar toda nuestra energía para traer a casa estos fondos, cumplir con nuestros puntos de referencia de mitigación y mejorar las condiciones urgentes de salud pública, ecológicas y económicas de nuestra región", dijo el asambleísta Eduardo García.

La semana pasada, el asambleísta Eduardo García convocó una audiencia informativa especial del Comité de Agua, Parques y Vida Silvestre sobre la preparación para la sequía en California, destacando la necesidad de inversiones adicionales en resiliencia climática. Este año, el asambleísta Eduardo García presentó AB 1500, un bono de resiliencia climática que incluye $240 millones para Salton Sea y $15 millones para New River. Esta iniciativa va de la mano para lograr la infraestructura de agua del gobernador Newsom y los objetivos de resiliencia climática para California.

Las inversiones propuestas recientemente para Salton Sea se basarían en los $200 millones que el asambleísta Eduardo García aseguró previamente para Salton Sea y New River a través de la Proposición 68. Desde la histórica inversión de García de $200 millones, la Agencia de Recursos Naturales de California pudo iniciar la construcción del Species Proyecto Conservation Habitat (SCH) en enero de 2021. Como parte del Plan de Manejo del Salton Sea, este proyecto crearía aproximadamente 3,000 puestos de trabajo y marca el primer proyecto a gran escala del estado para crear hábitat y reducir el lecho del lago expuesto alrededor del mar. El asambleísta Eduardo García y el senador Ben Hueso también

apoyaron la legislación para acelerar la entrega del proyecto.

Ella está de vuelta
Regresa la hermana pequeña maifest de oktoberfest

Los boletos de Big Bear Lake Maifest están a la venta por tres fechas en mayo

BIG BEAR LAKE, California / 13 de mayo de 2021 - ¡Big Bear Lake Maifest está de vuelta! El evento anual derivado del Oktoberfest de Big Bear Lake comienza el 22 de mayo con una banda en vivo, concursos tradicionales, auténtica comida alemana y, por supuesto, cerveza alemana helada. Big Bear Lake Maifest regresa la semana siguiente para el fin de semana del Día de los Caídos, el sábado 29 de mayo y el domingo 30 de mayo, para momentos más festivos y buenos.

El evento anual Big Bear Lake Maifest es conocido como la hermana pequeña de Big Bear Lake Oktoberfest. Es una versión reducida del Oktoberfest, pero ofrece el mismo ambiente de juerga alegre. Los organizadores de Big Bear Lake Oktoberfest concibieron esta novedosa idea cuando se enteraron de las numerosas celebraciones que ocurren cada primavera en toda Alemania llamadas Maifest. Estas fiestas tradicionales alemanas se remontan al siglo XVIII, cuando los aldeanos y los habitantes del pueblo celebraban el final del invierno y la llegada de la primavera. Es un ajuste natural para Big Bear, que recientemente se descongeló su abrigo de invierno y ahora da la bienvenida a la primavera con los brazos abiertos. Si bien Big Bear Lake Maifest está en una escala mucho más pequeña que su hermana mayor Oktoberfest, hay una cosa segura: ¡Maifest tiene un gran impacto!

De hecho, Maifest tiene su propio ponche llamado Maibowle (un ponche estilo champán). También sirve auténticas cervezas alemanas, que incluyen las tradicionales cervezas Springfest llamadas Maibock. Otra costumbre central es el árbol de mayo festivo conocido como Maibaum. Este icónico centro de mesa viene adornado con cintas de colores que crean excelentes oportunidades para tomar fotografías. Además, Big Bear Lake Maifest agrega los favoritos de Oktoberfest a la mezcla, que incluyen bratwursts calientes recién salidos de la parrilla, chucrut casero, pretzels frescos, strudel de manzana con salsa tibia de vainilla, una banda en vivo, concursos de aserrado de troncos, competencias de celebración de stein y actividades para niños. Se anima a los asistentes a vestirse con pantalones de cuero o falda acampanada para realzar el espíritu del evento. ¡Aquellos que vengan vestidos con el atuendo tradicional alemán recibirán un regalo de Warsteiner!

El Oktoberfest se llevará a cabo al aire libre bajo los majestuosos pinos de la montaña. Es un evento, aunque llueva o haga sol, y los organizadores tienen un plan B implementado para trasladar las festividades al interior en caso de que la Madre Naturaleza arroje una bola curva. Big Bear Lake Maifest está completamente preparado para presentar un ambiente seguro y saludable siguiendo todas las pautas necesarias de los CDC.

Big Bear Lake Maifest es el sábado 22 de mayo, sábado 29 de mayo y domingo 30 de mayo (fin de semana del Día de los Caídos), a partir de la 1 p.m. a las 10 p.m. cada día. Las festividades de fin de semana se llevan a cabo en el Centro de Convenciones de Big Bear Lake; hogar de Big Bear Lake Oktoberfest, ubicado en 42900 Big Bear Blvd. La entrada cuesta $10 para adultos, $9 para personas mayores (62+) y $5 para niños (de 3 a 12 años). Los asientos preferenciales están disponibles por $18, que incluyen asientos reservados y servicio de cócteles. Para precomprar boletos en línea o para obtener información general, inicie sesión en BigBearEvents.com, Facebook o llame al 909-585-3000.

El consejo consultivo de la juventud de la ciudad de indio está aceptando nuevos solicitantes

Indio, CA.- Seis miembros del consejo compuesto exclusivamente por miembros del sexo femenino se gradúan ahora

Es hora de que la próxima generación de miembros del Consejo Consultivo de la Juventud de la Ciudad de Indio dé un paso adelante y lidere ahora que se acerca el final del año escolar. Las solicitudes para formar parte del Consejo Consultivo de la Juventud durante el año escolar 2021-2022 están disponibles ahora en línea y se deben entregar para el miércoles 30 de junio de 2021.

Durante el año escolar 2020-2021, y solo por segunda vez en la historia, el Consejo Consultivo de la Juventud fue representado por un consejo de liderazgo compuesto exclusivamente por miembros del sexo femenino, que consiste en 14 miembros de los grados nueve a doce de Indio High School, Shadow Hills High School y Xavier College Prep.

A pesar de que el año escolar se vio muy diferente debido a la pandemia de COVID-19, el Consejo Consultivo de la Juventud siguió liderando realizando sus reuniones virtualmente por Zoom. También se mantuvo activo en la comunidad creando videos en las redes sociales tanto para el Censo de 2020 como para la campaña "Get Out to Vote". El Consejo Consultivo de la Juventud utilizó su financiamiento para armar 120 kits de higiene para ayudar a quienes lo necesitaban debido a la pandemia. Los kits incluían un cepillo de dientes, crema dental, desodorante, protector labial, desinfectante de manos y una mascarilla, y fueron entregados a ABC Recovery Center y a Coachella Valley Rescue Mission. El Consejo Consultivo de la Juventud utilizó las redes sociales para agradecer a los trabajadores de primera línea, tales como las enfermeras de JFK Memorial Hospital, y promover a las empresas locales, tales como Mario's Italian Café y Tacos Gonzalez, también como respuesta a la pandemia.

Seis miembros del Consejo Consultivo de la Juventud se graduarán como parte de la clase de 2021, y continuarán su educación y servicio comunitario en California. La Ciudad de Indio felicita a Denise Campos-Lagunas, Katherine Escalante, Edna Mora, Kindra Medel, Jaqueline Orozco y Trinity Hernández por su dedicación al Consejo Consultivo de la Juventud y a esta comunidad.

Condado, el distrito de recreación del desierto aprueban el plan del parque

VALLE DE COACHELLA - La Junta de Supervisores del Condado de Riverside aprobó el plan de parques a largo plazo del Distrito de Recreación del Desierto, que guiará los servicios de parques y recreación en el Valle de Coachella y los esfuerzos de financiamiento para futuros parques en el este del Valle de Coachella.

El plan del parque se desarrolló después de escuchar a los miembros de la comunidad. El plan actualizado sirve como base para la recaudación de las tarifas de los parques y las dedicaciones de tierras en virtud de la Ley Quimby.

El Distrito de Recreación del Desierto (DRD), con un importante apoyo del condado, construyó el Parque Comunitario North Shore de cinco acres en 2018. El condado de Riverside y el DRD están trabajando en

coordinación para financiar parques en Oasis y Thermal, dos comunidades que actualmente carecen de parques. El condado también está utilizando una subvención de $5.8 millones del Estado de California para el Parque Deportivo Regional de Mecca, que traerá más espacios verdes y recreación junto al Boys and Girls Club en la comunidad de Mecca.

"Es emocionante ver el progreso en el desarrollo de parques para los residentes que han esperado por mucho tiempo los parques en sus comunidades", dijo el Supervisor V. Manuel Pérez. "Tenemos una sólida asociación con el Desert Recreation District para brindar programas, actividades y recursos recreativos de alta calidad que beneficien a los residentes del Valle de Coachella. Me alegra que sigamos asociándonos y obteniendo los fondos para construir más parques en el este del Valle de Coachella y en todas nuestras comunidades".

DRD está actualmente en construcción en la fase uno del Parque Comunitario Oasis, que se espera que abra este verano. El distrito también está planificando el Parque Comunitario Thermal, en un terreno que el condado de Riverside transfirió al distrito.

"El Distrito de Recreación del Desierto agradece a la Junta de Supervisores y al personal del condado por su continuo apoyo y asociación para brindar la entrega de servicios más eficiente y efectiva a nuestros residentes", dijo el Gerente General de DRD, Kevin Kalman. "Nuestra combinación de recursos y acuerdos de cooperación han asegurado que no solo los servicios permanezcan disponibles para nuestros residentes durante tiempos económicos difíciles, sino que ha creado la capacidad de expandir los servicios y abordar áreas que tradicionalmente han estado desatendidas. Este plan proporciona una hoja de ruta para la prestación de servicios equitativa basada en las necesidades expresadas por las comunidades a las que servimos".

El plan del parque aprobado el martes es la primera actualización del plan del parque del DRD desde 2013. El proceso para la actualización integral comenzó en 2018 con comentarios de las partes interesadas, una encuesta ciudadana y un inventario de parques y activos recreativos. Medir y responder a las necesidades de los residentes y evaluar las condiciones actuales y futuras a través del proceso de planificación a largo plazo permite que DRD continúe brindando servicios recreativos de alta calidad a todos los habitantes del valle.

CSUSB Palm Desert Campus otorga tres becas completas

PALM DESERT, Calif. - Tres estudiantes de primer año que asistan al campus Palm Desert de Cal State San Bernardino este otoño recibirán cada uno una Beca de Legado Universitario que cubrirá su matrícula y cuotas completas, netas de ayuda financiera, durante cuatro años, lo que los llevará a un grado de bachillerato.

Los destinatarios son:

Oscar Díaz Soto, preparatoria de Coachella;

Madison Eves, preparatoria Rancho Mirage; y

Jason Davalos, preparatoria Palm Desert.

Estos tres nuevos beneficiarios de becas se unen a otros 15 becados de legado universitario de los tres años anteriores.

La beca University Legacy ofrece una oportunidad para que los estudiantes de último año de secundaria que se gradúen sobresalientes que asisten a las escuelas secundarias en el Valle de Coachella compitan por una beca académica para asistir al campus de CSUSB Palm Desert. Fue creado para que los estudiantes del Valle de Coachella se dieran cuenta de cuán accesible es una educación universitaria, gracias al generoso apoyo de los miembros de la comunidad.

"El campus de Palm Desert creó la beca University Legacy Scholarship para atraer a estudiantes que se gradúan de las escuelas secundarias del Valle de Coachella para que asistan a Cal State University, San Bernardino Palm Desert Campus y permanezcan en el valle para retribuir a la comunidad después de la graduación", dijo Al Jones, Miembro del comité de becas de University Legacy. "Los tres ganadores de este año son representantes sobresalientes de sus respectivas escuelas secundarias que se convertirán en los futuros líderes del Valle de Coachella del mañana".

Los becados se seleccionan sobre la base de su rendimiento académico, liderazgo y servicio a la comunidad.

El programa fue establecido para estudiantes locales meritorios que se graduaron de escuelas secundarias del Distrito Escolar Unificado Coachella Valley, el Distrito Escolar Unificado Desert Sands y el Distrito Escolar Unificado Palm Springs. Además, los estudiantes que se gradúan de escuelas privadas y en línea acreditadas en el Valle de Coachella también son elegibles para el programa de becas.

Para obtener más información sobre la beca University Legacy, visite la página web de la beca University Legacy.

De izquierda a derecha: Oscar Diaz Soto, Madison Eves y Jason Davalos.

El campus de CSUSB Palm Desert ofrece títulos de licenciatura y maestría, un doctorado en liderazgo educativo y credenciales y certificados de enseñanza. Con más de 1,600 estudiantes, es la universidad pública de cuatro años del Valle de Coachella y juega un papel vital en la educación y capacitación de la creciente población de la región.

Para obtener más información sobre CSUSB Palm Desert Campus, comuníquese con Mike Singer en la Oficina de Comunicación Estratégica en msinger@csusb.edu o (760) 341-2883, ext. 78107, o visite el sitio web de PDC en www.csusb.edu/pdc.

DA Hestrin se une a 40 otros Fiscales de Distrito Elegidos que desafían la liberación temprana de 76,000 presos estatales

RIVERSIDE - El fiscal de distrito del condado de Riverside, Mike Hestrin, anunció que él y 40 fiscales electos del Departamento de Correcciones y Rehabilitación (CDCR) solicitando la derogación de las regulaciones temporales de emergencia que otorgan créditos adicionales a más de 76,000 reclusos de prisiones estatales.

Las regulaciones se aprobaron bajo un reclamo de emergencia y se hicieron públicas por primera vez el 30 de abril de 2021. Estas regulaciones resultarían en la liberación anticipada de algunos de los criminales más violentos de California. “La liberación de delincuentes peligrosos y violentos en nuestras comunidades al reducir sus sentencias hasta en un 50 por ciento pone al público en peligro”, dijo DA Hestrin. “Esta petición le pide al CDCR que derogue estas regulaciones y reconsidere su enfoque.

Específicamente, las víctimas y sus familias merecen ser escuchadas sobre cómo estas regulaciones podrían afectarlas a ellas y a la seguridad pública en general”. Al adoptar estas regulaciones y reclamar una emergencia, el secretario del CDCR declaró que estas regulaciones eran necesarias para cumplir con “la dirección delineada en el Resumen del Presupuesto del Gobernador” presentado hace un año el 14 de mayo de 2020. Al invocar una emergencia, el esquema regulatorio tradicional y se pasó por alto el período transparente de comentarios públicos.

El director de la Preparatoria de Indio

recibe un premio nacional por el trabajo de base con los estudiantes durante la pandemia

Indio, CA.- El director de Indio High School, Derrick Lawson, fue nombrado Campeón de Defensa del Año 2021 por la Asociación Nacional de Directores de Escuelas Secundarias (NASSP) por su trabajo para mantener a los estudiantes conectados a la escuela durante la pandemia de COVID-19.

La asociación está formada por directores de escuelas intermedias y secundarias y otros líderes escolares en los Estados Unidos. Según su sitio web, el premio “reconoce a una persona que ha trabajado para elevar la voz y la influencia de los líderes escolares en las políticas y el discurso público federal, estatal y local”.

Al explicar por qué eligió a Lawson, el grupo citó su “destacada defensa de las bases”.

Señaló que las poblaciones vulnerables de Indio High School han luchado de manera desproporcionada durante la pandemia de COVID-19, con la mitad de los estudiantes viviendo con familiares que estaban enfermos, un tercio sin vivienda estable y un cuarto comenzando a trabajar a tiempo completo o al cuidado de sus hermanos menores mientras en casa. Esto probablemente contribuyó a una caída significativa de la asistencia en Indio High School al 70%, en comparación con el 94%, cuando llegó la pandemia.

Pero durante el último año, Lawson y el subdirector Rich Pimentel se encargaron de intentar comunicarse con los estudiantes que habían dejado de asistir a clases para restablecer una conexión y asegurarse de que estuvieran bien, en persona.

¿Puede la vacuna de la gripe reducir el riesgo de contagio de covid-19? Un estudio sugiere que sí

Desde septiembre, las autoridades de salud pública han insistido en la importancia de que las personas se vacunen contra la gripe para evitar que otro virus respiratorio, altamente contagioso, complique aun más la pandemia del coronavirus en su temida 'tercera ola'. Ahora, un estudio preliminar ofrece otro motivo más para hacerlo: es posible que la vacuna contra la gripe ayude a evitar el contagio del covid-19.

La investigación realizada en el Centro Médico Universitario Radboud de los Países Bajos —y que debe ser sometida al escrutinio científico para ser publicada— analizó la base de datos de los trabajadores de salud de ese hospital. Lo hizo para determinar si los empleados que se vacunaron contra la influenza durante la temporada 2019-2020 eran más o menos propensos a enfermarse de covid-19 para junio. Encontraron que aquellos que recibieron la vacuna fueron 39% menos proclives a dar positivo al covid-19.

Para demostrar cómo es que la vacuna contra la gripe podría prevenir los contagios del coronavirus, los científicos holandeses condujeron un experimento adicional. Extrajeron sangre de personas sanas, expusieron algunas de esas muestras a la vacuna cuadrivalente de la gripe y las dejaron crecer por seis días. Luego, las expusieron al SARS-CoV-2.

Al cabo de un día de haber sido expuestas al nuevo coronavirus, aquellas que recibieron la vacuna contra la influenza produjeron más citoquinas (moléculas del sistema inmune que combaten los virus) que aquellas que no la recibieron. Producidas en exceso en una fase extendida del covid-19, las citoquinas pueden perjudicar al cuerpo, pero durante la fase inicial de una infección ayudan al organismo a defenderse de los patógenos.

De este modo, los autores concluyen que la vacuna contra la gripe puede "producir respuestas 'entrenadas' del sistema inmune contra el SARS-CoV-2, lo que puede resultar en una protección relativa contra el covid-19".

Estos hallazgos se corresponden con los de otros estudios que sí han sido divulgados en publicaciones científicas. No obstante, hay que interpretar los resultados con un importante matiz: esta es una investigación preliminar, meramente observacional, que no demuestra causalidad y que debe ser comprobada con experimentos más rigurosos, tal y como indica Scientific American, al reseñar esta noticia.

"Es un estudio intrigante, pero no provee evidencia definitiva", dice a ese medio Elllen Foxman, inmunobióloga de Yale. Otra explicación sobre las variantes de contagios entre ambos grupos (los vacunados contra la gripe y los no vacunados) podría ser que los trabajadores médicos que se vacunaron contra la gripe tuvieron más cuidado en seguir las prácticas de los CDC, por ejemplo.

Hay antecedentes

Ya otros estudios han sugerido una asociación entre la vacuna contra la gripe y un menor riesgo de contraer covid-19. Un paper publicado en Vaccines en septiembre señaló que los índices de infecciones de covid-19 fueron menores en las regiones de Italia con mayores índices de vacunación contra la gripe y en mayores de 65 años.

Investigadores de la Clínica de Mayo también encontraron que los adultos vacunados contra la gripe, polio, lechina, rubeola, hepatitis, neumococo o influenza tipo B en los últimos cinco años eran menos proclives a dar positivo al covid-19 que quienes no habían sido vacunados con ninguna de ellas.

Aunque parezca extraño que una vacuna contra una enfermedad pueda ofrecer protección ante otras, se ha comprobado que puede ocurrir ya que algunas vacunas 'entrenan' al sistema inmune y mejoran su habilidad para defenderse frente a una variedad de infecciones, bacterias y parásitos.

De hecho, actualmente hay en curso varios ensayos clínicos en el mundo para comprobar si la vacuna de la tuberculosis (BCG) podría prevenir o mitigar los contagios del covid-19. Uno de los equipos que lo está investigando es el mismo grupo de científicos holandeses que publicó sus hallazgos sobre la vacuna de la gripe.

El vaping y los cigarrillos incrementan entre los jóvenes las probabilidades de infectarse por coronavirus, según estudio

Los adolescentes y adultos jóvenes que fuman cigarrillos convencionales y vapean tienen entre 5 y 7 veces más probabilidades de infectarse con el virus que causa la covid-19 que aquellos que no lo hacen, según una nueva investigación de la Escuela de Medicina de la Universidad de Stanford.

El sondeo observó los hábitos de 4,350 jóvenes de entre 13 y 24 años y concluyó que aquellos que declararon haber fumado cigarrillos y vapeado durante el mes anterior a su elaboración tenían mayor riesgo de contraer covid-19, con un 6% de ellos arrojando positivo por coronavirus frente al 1% de los no fumadores.

"Si usas cigarros convencionales y electrónicos, tienes muchas más posibilidades de ser diagnosticado con covid-19", señaló la autora principal del estudio, Bonnie Halpern-Flerher, publicado el lunes en el Journal of Adolescent Health.

Sigue aquí lo último sobre el coronavirus.

Además, los jóvenes que usaron cigarrillos convencionales y electrónicos en los 30 días anteriores a la elaboración del estudio tenían 5 veces más probabilidades de mostrar síntomas de covid-19.

¿Puede la burbuja estadounidense mantenerse intacta mientras el mundo se enfrenta a COVID?

Estados Unidos.- Los Estados Unidos están experimentando una caída en las nuevas tasas de infección y muerte por covid-19 mientras avanza el proceso de vacunación en la población, pero aun en este escenario puede el país mantener esta burbuja protectora mientras que el resto del mundo sigue luchando contra la pandemia e intentando vacunar a su población.

En los últimos días en la CDC han actualizado sus directivas respecto al uso de mascarillas y las autoridades han empezado a vacunar a niños a partir de 12 años, pero en este contexto no parece que pronto la nación logre alcanzar la llamada inmunidad de rebaño, hay quienes defienden la necesidad de vacunar primero a los más vulnerables en aquellos países con déficit de vacunas.

Algunos expertos como el Dr. Marc Lipsitch, profesor de epidemiología y director del Centro de Dinámica de Enfermedades Transmisibles de Harvard comenta que es realmente difícil para cualquier individuo cambiar nuestra política y no recomienda que la gente renuncie a las vacunas para sus hijos ahora mismo cuando pueden recibirla, dice que como país debemos hacer todo lo posible incluido el compartir vacunas antes de que inmunicemos a los miembros de menor riesgo de nuestra población, pero eso es solamente una opinión política, pero como todos sabemos en el sur de Asia en este momento los niveles de riesgo son tremendamente diferentes para las personas vulnerables o en muchas otras partes del mundo comparado con un niño de bajo riesgo en los Estados Unidos

Países críticos como la India y Brasil buscan minimizar los efectos de las nuevas variantes del coronavirus.

Dr. Rosane Guerra trabaja en el Centro de Ciencias de la Universidad Federal de Maranhao, Brasil, ella comenta que la variante P1 es más bascular que las otras enfermedades y ahora en Brasil más del 50% de los casos son causados por esta variante, se habla de una variante que también está presente en varios países de Latinoamérica, Estados Unidos, Canadá, Francia, Portugal y otras naciones cuyas fronteras han sido cruzadas por personas desde Brasil y esto es un gran problema, adicionalmente si preguntan, si puede la burbuja de Estados Unidos permanecer intacta mientras el mundo lidia con el Covid-19 pues la respuesta es no, no es posible mantener esa burbuja a menos que los ciudadanos no viajen a otros países, es imposible mantener una burbuja en este momento porque tenemos una población global que viajan de un lugar a otro y tenemos fronteras muy cercanas.

De cualquier manera, todo parece indicar que las mutaciones del virus obligaran a las naciones a continuar realizando nuevas jornadas de vacunación en los próximos años.

Dr. Ben Newman Virólogo Jefe del complejo de Investigación de Salud Global de la Universidad de Texas A&M menciona que la pregunta es, ¿si necesitaremos otros refuerzos adicionales dependiendo como varia el virus porque aunque cada una de las vacunas sigue siendo razonablemente efectiva contra todas las variantes?, definitivamente hay una efectividad más baja contra alguna de las variantes como las que salen de Brasil o Sudáfrica por ejemplo y con el tiempo el virus continuara variando de manera muy impredecible por lo que creo q nuestras soluciones tendrán que actualizarse y es posible que el virus siga cambiando, variando el ciclo de vacunación.

También concuerda totalmente que las burbujas son hermosas y no duran mucho tiempo en este mundo, cree que cualquier burbuja de vacunas que pueda existir va a ser frágil, que la única solución, es una solución global y esto es vacunar a todo el mundo, literalmente, no solo vacunarlos en un tiempo determinado, seis meses, quizá un año, pero ese es el reto y tal vez esto solo sea una opinión y no hechos, ha visto lo que el mundo puede hacer, cuando peleamos entre nosotros como la segunda guerra mundial que fue un esfuerzo humano casi máximo hacia una meta en particular y no cree que soluciones a medias vayan a funcionar.

Peter Maybarduk es Director del Grupo de Acceso de los Ciudadanos Públicos a los Medicamentos menciona que podemos compartir este conocimiento para hacer vacunas libremente e incrementar la capacidad mundial sin retrasar la vacunación en ningún país, para quienes hemos trabajado y predicho esta escases de vacunas desde el inicio de esta pandemia ha sido claro que los políticos quienes son responsables de su nación van a enfocarse en vacunar a su propia gente primero, esto no es ideal apoyamos el plan de distribución equitativa de la OMS pero en el mundo de la real política necesitamos entender que eso va a pasar y la pregunta entonces es ¿Cómo aceleramos la repartición no solo de dosis también de componentes del conocimiento y capacidad para hacer vacunas tan rápido como sea posible?

California no adoptará la última guía de mascarillas de los CDC hasta el 15 de junio

(Sigue de la Primera)

la cara al aire libre para personas completamente vacunadas, excepto durante eventos al aire libre concurridos. Las personas no vacunadas deben usar cubiertas faciales al aire libre "en cualquier momento en que no se pueda mantener el distanciamiento físico, incluso cuando asisten a eventos al aire libre llenos de gente, como presentaciones en vivo, desfiles, ferias, festivales, eventos deportivos u otros escenarios similares".

Se requiere que tanto los californianos vacunados como no vacunados usen cubiertas para la cara en ambientes interiores, excepto en sus hogares.

Aproximadamente el 15% de los californianos están completamente vacunados, según datos estatales.

El gobernador Gavin Newsom ha dicho que el estado está en camino de reabrir completamente su economía el próximo mes, lo que indica el fin de la mayoría de las restricciones pandémicas, ya que las tasas de infección se mantienen en mínimos históricos y más personas se vacunan. El estado comenzó a permitir que los niños de 12 a 15 años recibieran la vacuna la semana pasada.

Las vacunas Pfizer y Moderna, que son las más utilizadas en los EE. UU., Requieren dos dosis administradas con unas pocas semanas de diferencia.

Guia de Ofertas

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Al menos cinco heridos y una persona en custodia
tras tiroteo en el Aventura Mall

Miami Fl.- La policía y los rescatistas de Miami-Dade, así como la policía de la ciudad de Aventura, respondieron esta tarde a los reportes de un tiroteo ocurrido en el centro comercial Aventura Mall.

En el lugar se vivieron momentos de pánico, tras la balacera que se desató en una de las tiendas del lugar.

De acuerdo con las autoridades cinco personas fueron transportadas al hospital y varias están bajo custodia.

"Tenemos a varios sospechosos en custodia y están siendo interrogados por los detectives. Las víctimas sin heridas de riesgo para sus vidas están siendo tratadas en hospitales locales", dijo la policía de Aventura.

La policía agregó que todos los clientes y trabajadores fueron evacuados del centro comercial. El acceso al lugar no será permitido hasta nuevo aviso.

De acuerdo con los bomberos de Miami-Dade, cinco pacientes fueron transportados a hospitales locales. Uno de los pacientes fue transportado a la Unidad de Trauma del Hospital de Aventura.

El tiroteo ocurrió en una tienda del centro comercial, y los involucrados se conocían entre ellos.

Usuarios de redes sociales publicaron videos del momento en que los clientes del lugar huyen por temor a los disparos.

Verifica si ganaste un cupo en el sorteo de la lotería de visas 2022

Los 55,000 ganadores del sorteo de la lotería de visas del año fiscal 2022 se conocerán a partir del mediodía de este sábado 8 de mayo, cuando el Centro Nacional de Visas del Departamento de Estado habilita un link donde los concursantes podrán ingresar sus números de participación.

Los participantes de concurso DV-2022 pueden ingresar su información de confirmación a través del enlace que será encendido "a partir del mediodía (tiempo del Este de Estados Unidos) del 8 de mayo de 2021", se lee en un comunicado del Centro publicado en su página digital.

La ventanilla del sorteo se abrió el 7 de octubre y cerró el 10 de noviembre del año pasado. Los concursantes, una vez enviaron la solicitud de participación para el DV-2022, deben haber recibido vía e-mail un número de confirmación, explica el Departamento de Estado.

La lotería de visas sortea cada año 55,000 tarjetas de residencia legal permanente (green card o tarjeta verde) autorizadas por el Congreso. Las residencias de los ganadores podrán ser utilizadas a partir del 1 de octubre, cuando arranca el año fiscal 2022.

El sorteo

La lotería de visas es uno de los sorteos más grandes a nivel mundial. El concurso fue creado por el Congreso en 1990 y se conoce como Programa de Visas de Diversidad (DV) para inmigrantes.

En el concurso cada año participan entre 14 y 23 millones de concursantes, es totalmente gratis y solo se puede participar ingresando a la página digital del Departamento de Estado (DOS) en las fechas desde la apertura de la ventanilla de recepción de solicitudes hasta el cierre.

En el sorteo del año fiscal 2019 participaron 22,425,053 concursantes (incluyendo derivados, tal como cónyuges e hijos menores de edad solteros). En el año fiscal 2020 el número aumentó a 23,182,554, mientras que en el sorteo para el año fiscal 2021 la cantidad de concursantes bajó a 11,830,707, de acuerdo con dados del DOS.

El gobierno recordó que el programa está abierto sólo a personas de países que cumplan con determinados requisitos, entre ellos de estudios o experiencia laboral, ya sea haber completado la secundaria, su equivalente o tener dos años de experiencia laboral. Los participantes que no cumplan con los requisitos "no deben inscribirse", advirtieron las bases del concurso.

Quiénes no participaron

La Oficina de Asuntos Consulares del DOS indicó que aquellas naciones que han enviado más de 50,000 inmigrantes a Estados Unidos en los últimos cinco años "están excluidos del sorteo de la Lotería de Visas".

Por esa razón, en la selección de los ganadores del último concurso no fueron incluidos ciudadanos originarios de:

PAÍSES QUE NO PARTICIPARON EL LA LOTERÍA DE VISAS DEL 2022:

VISA DV-2022

- Bangladesh
- Brasil
- Canadá
- China (nacidos en el continente)
- Colombia
- Corea del Sur
- El Salvador
- Filipinas
- Guatemala
- Haití
- Honduras
- India
- Jamaica
- México
- Nigeria
- Pakistán
- Reino Unido (excepto los nacidos en Irlanda del Norte)
- República Dominicana
- Vietnam

PECHUGA DE POLLO EN CREMA DE CHIPOTLE

Ingredientes :
2 pechugas de pollo (deshuesadas y sin piel)
1 lata chica de chile chipotle
1 taza de media crema
1 cebolla
100 gramos de tocino
1 ajo bien picadito
1 cucharada de mantequilla
sal y pimienta al gusto
2 cucharadas de aceite de oliva

¿ Como prepararlo ?
pollo en crema de chipotle
Lo primero que tenemos que hacer es lavar muy bien los ingredientes que lo necesiten. Ya que las pechugas esten lavadas vamos a salpimentarlas y bañarlas con el aceite de oliva, las ponemos a reposar en el refrigerador y esperamos.

En una sartén caliente vamos a poner la mantequilla, ya que este derretida vamos a añadirle el tocino en trocitos, esperamos a que se dore y agregamos el ajo junto a la cebolla en trocitos muy pequeños, revolvemos y cocinamos hasta que la cebolla se caramelice.

En la licuadora vamos a agregar la media crema, 3 chiles chipotles de la lata y todo el contenido del sartén (si usted lo cree necesario puede escurrir toda la grasa) ya que nuestros ingredientes están en la licuadora vamos a procesar, se puede agregar un poco de agua para que no quede muy espeso y todo se mezcle muy bien.

En el mismo sartén vamos a freír las pechugas cortadas en rebanadas, ya que esten bien cocidas, le agregamos el contenido de la licuadora, tapamos y dejamos que suelte el primer hervor. Retiramos del fuego y servimos.

POLLO EN SALSA DE CHILE ANCHO

El pollo es el favorito de los mexicanos por su versatilidad y en este blog tenemos cientos de recetas distintas para prepararlo a la mexicana, hoy te enseñamos como prepararlo con una deliciosa salsa de chile ancho entre otros ingredientes que mencionamos a continuación:
6 Piezas de pollo
2 Chiles anchos
2 Cucharaditas de consomé de pollo
Aceite para freír
2 Dientes de ajo pelados
1 Papa
2 Zanahorias
250 Mililitros de media crema
1/2 Taza de agua
Pimienta al gusto
Sal al gusto

¿Cómo se prepara?
pollo en chile anchoLos chiles los les quitamos las semillas y los ponemos a hervir en un poco e agua. La papa y las zanahorias debemos de pelarlas y cocerlas para después cortar en cubos. El pollo lo ponemos a cocer en un poco de agua con sal y pimienta.

Ahora vamos a hacer la salsa de chile ancho, para esto vamos a licuar la media crema com la media taza de agua, los 2 dientes de ajo, los chiles y las 2 cucharaditas de consomé, reservamos la salsa.

Calentamos un sartén con aceite y allí vamos a freír las papas con las zanahorias hasta que estén doradas, agregamos el pollo y la salsa, calentamos revolviendo durante 5 minutos más y ya tenemos listo nuestro pollo en salsa de chile ancho. Al servir acompaña con sopa fría ó arroz como guarnición.

ALITAS DE POLLO CON MIEL Y MOSTAZA AL HORNO

INGREDIENTES:
– 1/2 kilo de alitas de pollo
– sal
– ajo en polvo (Hacendado)
– 5 cucharadas de miel de flores (Hacendado)
– 5 cucharadas de mostaza dulce apta (Hacendado)

ELABORACIÓN:
Precalentamos el horno arriba y abajo a 200ºC.
Lavamos bien las alitas, quitándoles todas las plumas y las partimos por la mitad si no vienen ya cortadas. Secamos bien, salamos y les ponemos ajo en polvo a cada una de ellas.
En un bol preparamos una salsa con las 5 cucharadas de miel y las 5 cucharadas de mostaza. Pasamos cada alita por esta mezcla, empapando bien.
En una fuente para horno colocamos papel de horno y colocamos las alitas ya condimentadas.
Metemos al horno a 200ºC durante 30 minutos. Dando la vuelta a las alitas a los 15 minutos. Podemos dejar unos minutos más si nos gustan muy tostadas

Hósoscopos

Aries

Muy pronto el Sol provocará un progreso en el área de las finanzas, en especial si tienes planes importantes relacionados con tu vivienda o la familia. Venus, tu planeta regente, indica que estás atento(a) a nuevas ideas, que la comunicación ha mejorado y que tienes intenciones de hacer algunas compras o invertir, lo mejor de todo esto es que, en el transcurso de la semana tendrás un sustancial encuentro con las personas que pueden prestarte algún servicio y esto significará para ti un cambio afortunado en la realización de algún proyecto. Lunes, martes y miércoles, son días estupendos para intimar con tu pareja, expresar un poco más de tu creatividad y hacer uso de ese talento especial que tienes para la organización y el detalle.

Tauro

El movimiento celeste de esta semana sugiere que los asuntos más importantes de este corto período están relacionados con tu capacidad para organizar el aspecto financiero y material de la vida. Me parece que lograrás dar con una respuesta acertadísima para los asuntos de inversión, compras o pagos, es de esperar que una deuda pueda ser saldada en breve plazo, pero si te decides a invertir o, haces alguna compra importante esta te dará satisfacciones en muy breve tiempo.

Géminis

El movimiento de los astros en esta semana sugiere que, si estás estudiando, sentirás una energía que puede resultar altamente positiva, porque te permitirá tomar algunas decisiones con bastante sentido práctico. Lunes, martes y miércoles, te convendrá mostrarte al resto del mundo como una persona servicial, si lo haces así encontrarás muchas satisfacciones, te sentirás bien contigo mismo(a) y atraerás la amistad y la ayuda de terceras personas que quedarán, por así decirlo, en deuda contigo. Jueves y viernes aprovecha para poner en orden los asuntos financieros, el equilibrio de las entradas y salidas de dinero debe ser restablecido. Si estás dudando acerca de algunas inversiones o compras, sería bueno que pensaras siempre si esas son compatibles con tus metas a largo plazo. El fin de semana parece ser ideal para un viaje corto y divertido, que te ponga en contacto con la familia o viejos amigos.

Cáncer

Las distintas influencias celestes nos proponen un avance, un crecimiento, acción tendente al logro, algo más de actividad y ciertamente concreción de lo emprendido. El ciclo promete un poco más de crecimiento y realización entorno del amor, el matrimonio o la pareja; si ya estás comprometido(a), es una buena época para darle prioridad a esa relación. Si tienes socios, en el transcurso de esta semana deben compartir planes y proyectos, y presentarse juntos con personas que pueden tomar decisiones que afectarán el curso de sus negocios. Lunes, martes y miércoles, son días afortunados para el intercambio o relacionamiento social. Si quieres presentar algún proyecto o trabajo de forma oral, estos son los días más indicados. Jueves y viernes, debes reflexionar acerca de todo lo dicho, las relaciones que estableciste, cómo llegaste a ellas, qué clase de acuerdo estás haciendo, así encontrarás un posible error y podrás enmendarlo con tiempo.

Leo

Ésta semana, se te da la oportunidad de iniciar un proceso que hallará su momento de culminación la próxima semana. La propuesta del cielo está directamente relacionada con tu creatividad y talentos, hace énfasis en los asuntos románticos, afectivos y ayuda también al trato con tus hijos, en caso de que los tengas. Darte espacio para estabilizar una relación puede ser sumamente importante. Hay probabilidad de que te decidas a reorganizar tu vida sentimental o las actividades de la progenie, en todo caso, lo importante será tomar decisiones y avanzar de forma determinada y firme hacia el logro de tus objetivos.

Virgo

El movimiento celeste puede traer inconvenientes, y es que tendrás una necesidad o sensación de entregarte activamente a los otros. La naturaleza de tu signo ya es de por sí compasiva, comprensiva y hasta ilimitada cuando se entrega, y este cielo aporta un nuevo caudal energético que debe ser bien encausado, más que entregarte indiscriminadamente al servicio por otras personas aprovecha para ocuparte de ti mismo(a). Un poco de egoísmo, de vez en cuando, es necesario. Los procesos de la comunicación y las relaciones con tu entorno inmediato se hacen más importantes. Lunes, martes y miércoles, son más adecuados para las asociaciones, la firma de papeles y documentos legales, por supuesto si tienes pareja la energía debe ser procesada por medio de esa persona que comparte su vida contigo.

Escorpión

El movimiento de los planetas traerá sin duda un período de satisfacción, reflexión y belleza personal. El arreglo que puedas hacer de tu imagen, es más que conveniente, particularmente podrías atraer a una persona encantadora, a quien amar o con quien compartir. Tus habilidades creativas experimentan un período positivo que no debes desaprovechar. Tu cielo astral de esta semana sugiere que tendrás satisfacción y realización para asuntos relacionados con la comunicación y los viajes cortos. Lunes, martes y miércoles, son los días en que debes atender los asuntos de la palabra, la comunicación y los pequeños detalles que, a veces, se te pasan por alto.

Sagitario

Los asuntos de esta semana estarán centrados en ti mismo, en tus posibilidades para hacer alguna cosa importante y práctica de las que guardan estrecha relación con tus metas profesionales. La profesión, es un área sumamente activa durante este mes debido al tránsito solar y del planeta Mercurio. La comunicación se tornará más sensata, concreta y práctica, las ideas que ahora surgen en tu mente pueden deberse a esa necesidad imperiosa que sientes de asegurar tu futuro, de prever para el mañana. Al comenzar la semana y hasta el miércoles, se presenta un período favorable para las inversiones y el intercambio comercial, sólo que deberás hacer uso de tu capacidad analítica para encontrar un pequeño detalle que puede solucionar diferentes problemas o llevarte por un camino inquietante.

Acuario

Ésta semana es favorable para las personas aventureras, impacientes, creativas y con ganas de hacer cosas, en principio eso sucede porque la energía celeste nos impulsa a dar el primer paso para realizar un proyecto. La propuesta para tu carta solar es que pongas en acción tus ideas y pensamientos, que te dejes llevar por tus creencias y convicciones y que las hagas patentes y efectivas, particularmente si están destinados a conseguir una mejora en el ambiente laboral o a crear nuevos sistemas o una organización diferente de trabajo. Es de esperar que tengas mejores y más efectivos colaboradores. Cuidarás mejor de una mascota.

Piscis

Las posibilidades están a la vuelta de la esquina, a veces sólo hace falta ponerse en movimiento para encontrarla. Las tuyas están relacionadas en el transcurso de esta semana con la pareja, los acuerdos, los contratos y, tal vez, algún aspecto legal. Si tiene que ver con una vivienda, bienes raíces, inmuebles o la familia mejor aún. Lo importante será encontrar estabilidad, seguridad o una idea práctica que poner en marcha. Tu pareja puede guiarte a lograr ese objetivo, si es una persona con sentido común y capacidad de organización, aprovecha esos talentos y recuerda que una asociación es un dar y recibir. Lunes, martes y miércoles, pueden ser días difíciles porque debes ser detallista, analítico(a) y hasta fustigador(a), si eres excesivamente quisquilloso(a) puedes encontrarte con una situación crítica que se escapa de tus manos, principalmente si guarda relación con tus hijos o tu vida afectiva.

Libra

Esta semana propone un reto de crecimiento, actuación y realización, en el campo de la creatividad y sexualidad. Todo esto tiene como punto inicial al Sol que activa por unos días más el sector de las finanzas. Estás deseando hacer algo que te reporte mayores ingresos, una especie de seguridad económica o hacer una inversión. Lunes, martes y miércoles, son días favorables para los asuntos de trabajo y la salud. Recuerda que comer de prisa “en cualquier esquina” no es conveniente para ti, necesitas darte el espacio suficiente para alimentarte mejor. Los asuntos laborales están pidiendo que seas preciso(a), metódico(a) o más organizado(a), las personas que están a tu servicio quieren ayudarte pero muchas veces te falta paciencia para permitir que ellos te ayuden.

Capricornio

Ahora será fácil para ti la comunicación, el intercambio de ideas y el romance, en especial si quieres iniciar una relación con una persona de otra nacionalidad. Internet, las salas de Chat y cualquier asunto relacionado con un viaje o paseo puede resultar ser una experiencia de lo más agradable, no sólo desde un punto de vista romántico, porque incluye el establecimiento de nuevas relaciones de amistad. Lunes, martes y miércoles, son días ideales para quedarte contigo mismo(a), sí, más que salir por allí a vagabundear y conocer gente, este primer contacto o primera relación debe ser contigo, con tus sentimientos, inquietudes y miedos. Aclarar lo que realmente deseas será definir una dirección, eso te hará sentir más seguro(a) y en consecuencia dirás lo que realmente piensas y harás lo que mejor te conviene.

México anuncia nuevo partido amistoso ante Nigeria en Los Angeles

México jugará un último partido amistoso previo a iniciar su participación en la Copa Oro 2021 de la Concacaf y lo hará frente a la selección de Nigeria el próximo sábado 3 de julio en el Coliseum de Los Angeles en California, Estados Unidos.

Este será el cuarto compromiso internacional entre los meses de mayo, junio y julio como preparación para el Final Four de la Concacaf Nations League, así como de la Copa Oro, al estar ya agendados los juegos contra las selecciones de Islandia, Honduras y Panamá, los cuáles se realizarán en las sedes de Arlington, Atlanta y Nashville, respectivamente.

"La Federación Mexicana de Futbol y Soccer United Marketing informan que la Selección Nacional de México enfrentará a su similar de Nigeria el sábado 3 de julio en el histórico Coliseum de Los Angeles.

Nigeria se ha clasificado a seis de los últimos siete Mundiales de la FIFA. En cinco partidos jugados contra México, han empatado cuatro juegos y caído una vez. Los dos equipos se enfrentaron por última vez en Atlanta en 2014, en un partido que terminó empatado sin goles.

Rafa Márquez se reúne con la directiva del Barcelona para su regreso

Rafa Márquez está cerca de volver al Barcelona después de que este martes sostuviera una reunión con el vicepresidente del club Rafa Yuste, en las instalaciones del club en la Ciudad Condal, la cual duró cerca de dos horas, como adelantó hace semanas en TUDN.

Probablemente el regreso del mexicno sea como técnico de un equipo juvenil, después que durante la campaña a las elecciones de la presidencia del Barça mostró su apoyo a la candidatura de Joan Laporta, quien lo llevó al club en su etapa como jugador.

Cabe recordar que Rafa Márquez jugó del 2003 al 2010 con el cuadro blaugrana, justo en el periodo en que Laporta fue presidente en su primera etapa y donde ganaron dos Champions League y varios títulos más con Frank Rijkaard y Pep Guardiola. Además, el 23 de abril pasado, el mexicano compartió en entrevista con el podcast de TUDN, 'En tus Zapatos' con Adriana Monsalve y Geo González, que sería en l os próximos días cuando volvería a Catalunya para cerrar su regreso a una de las canteras más importantes del mundo.

Caltrans | U.S. Department of Transportation Federal Railroad Administration | RCTC Riverside County Transportation Commission

ANUNCIO PÚBLICO

Programa del servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Anuncio de finalización (NOC) y Anuncio de disponibilidad (NOA) para una Declaración de Impacto Ambiental/ un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa)

¿Qué está previsto?	De conformidad con la Ley Nacional de Política Ambiental Nacional (NEPA) y la Ley de Calidad Ambiental de California (CEQA), la Administración Federal de Ferrocarriles (FRA), la División de Transporte Ferroviario y Masivo del Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Riverside (RCTC) han preparado una Declaración de Impacto Ambiental/un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa) con el fin de: 1) evaluar las opciones de servicio ferroviario de pasajeros entre Los Angeles Union Station (LAUS) en el condado de Los Ángeles, California, y la ciudad de Coachella en el condado de Riverside, California, que se conocen colectivamente como el Programa de servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio (Programa), y 2) ofrecer opciones de viaje alternativas al uso de un automóvil a lo largo del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio de 144 millas de longitud (Programa Corredor). FRA, Caltrans y RCTC han preparado el Borrador EIS/EIR de Nivel 1/Programa para analizar los posibles impactos ambientales significativos del Programa propuesto, e identificar posibles estrategias de mitigación que fundamentarían las futuras medidas de mitigación específicas del lugar para evitar o reducir los impactos significativos durante los subsiguientes análisis (futuros) de Nivel 2/Proyecto.
¿Por qué este anuncio?	FRA, Caltrans y RCTC han estudiado los efectos que el Programa propuesto puede tener sobre el medio ambiente y la comunidad. Los resultados de estos estudios se recogen en el Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental (EIS/EIR) de Nivel 1/Programa. El propósito de este anuncio es informar al público sobre su finalización y disponibilidad para cualquier persona interesada, y brindar al público la oportunidad de comentar y/o participar en una audiencia pública sobre el Programa.
What's Available?	El Borrador EIS/EIR de Nivel 1/Programa está disponible para su revisión en las siguientes ubicaciones: • LA Union Station/Metro Library and Archive, One Gateway Plaza, 15th Floor, Los Angeles, CA 90012 • Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832 • Riverside Main Library, 3900 Mission Inn Avenue, Riverside, CA 92501 • Riverside County Transportation Commission, 4080 Lemon Street, CA 92501 • Colton Public Library, 656 N. 9th Street, Colton, CA 92324 • Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354 • A.K. Smiley Public Library, 125 W. Vine Street, Redlands, CA 92373 • Beaumont Library, 125 E. Eighth Street Beaumont, CA 92223 • Banning Public Library, 21 W. Nicolet Street, Banning, CA 92220 • Palm Springs Public Library 300 S. Sunrise Way, Palm Springs, CA 92262 • Riverside County Indio Branch Library, 200 Civic Center Mall, Indio, CA 92201 • Riverside County Coachella Branch Library, 1500 6th Street, Coachella, CA 92236 TEl Borrador EIS/EIR de Nivel 1/Programa también se puede consultar en línea en las siguientes ubicaciones: • Sitio web de la RCTC (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) • Sitio web de la FRA (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan) • Regulations.gov (https://www.regulations.gov/docket/FRA-2021-0048) Las audiencias públicas se celebrarán de forma virtual en las fechas indicadas a continuación. Los enlaces de las reuniones virtuales se publicarán en los sitios web del Programa antes de las audiencias públicas. • 22 de junio de 2021, de 04:30 p.m. a 07:00 p.m. • 26 de junio de 2021, de 08:30 a.m. a 11:00 a.m.
¿Cuál es su papel?	El período de revisión pública y comentarios para el Borrador EIS/EIR de Nivel 1/Programa es del 21 de mayo de 2021 al 6 de julio de 2021. Se invita a las agencias y organizaciones federales, estatales y locales y al público a proporcionar comentarios sobre el Borrador EIS/EIR de Nivel 1/Programa. Las personas interesadas deben enviar comentarios por vía electrónica a través de regulations.gov buscando el Número de Expediente del Programa (FRA-2021-0048) o por correo electrónico a cvrail@rctc.org. Los comentarios por escrito deben enviarse por correo postal de los Estados Unidos a: FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, o Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502. Los comentarios deben incluir "Coachella Valley – San Gorgonio Pass Rail Corridor Service Program- Draft EIS/EIR Comments" en la línea de asunto y la dirección postal física de la persona que envía el comentario en el cuerpo de la carta o del correo electrónico. Los comentarios deben enviarse antes del martes, 6 de julio de 2021.
Adaptaciones especiales	Las personas que requieran adaptaciones especiales (intérprete de lenguaje de señas estadounidense, documentación en formatos alternativos, etc.) deben llamar al (909) 627-2974 al menos 72 horas antes de las audiencias públicas para solicitar adaptaciones en virtud de la Ley para Estadounidenses con Discapacidades (ADA) o servicios de traducción.

A4 VIVA LA VIDA

Semana del 21 de mayo de 2021 excelsiorcalifornia.com

CONCIERTOS

Grupo Firme llega a L.A. rompiendo récords

Tendrán un total de 7 conciertos, el mayor número en un año realizado por cualquier artista en L.A.

Redacción de Excélsior
excelsior@sstg.com

EFE/FRANCISCO GUASCO

Los integrantes del grupo Firme al término de una rueda de prensa en la ciudad de Guadalajara. El grupo mexicano Firme tendrá un total de 7 conciertos en Los Angeles.

El nuevo hitazo de Grupo Firme, 'En tu perra vida', llega al Staples Center este 30 de julio marcando dos récords, tanto en presentaciones como en popularidad en las redes sociales.

Los reyes del regional mexicano siguen imparables al anunciar su séptimo concierto en su gira por Estados Unidos en el Staples Center de Los Angeles.

El grupo tijuanense que lidera Eduin Caz, está viviendo un gran momento en su trayectoria, al ir sumando nuevas presentaciones para el recinto angelino.

Con un boletaje por arriba de los once mil espectadores, esto debido a las restricciones de la pandemia, el septeto suma ahora el jueves 5 de agosto a sus siete fechas restantes y todo por petición de su público.

De acuerdo con Vanessa Kromer de Nederlander Concerts, los 7 conciertos programados de Grupo Firme es la mayor cantidad de espectáculos en un solo año en el STAPLES Center realizado por un artista, banda o grupo latino.

"El último show previo a la pandemia COVID-19 fue KISS el 4 de marzo de 2020, cuando Grupo Firme suba al escenario el 30 de julio de 2021, será el primer concierto con fans dentro de la arena en 513 días", esbozó Kromer.

> **"Cuando Grupo Firme suba al escenario el 30 de julio de 2021, será el primer concierto con fans dentro de la arena en 513 días".**
> — *Vanessa Kromer de Nederlander Concerts*

Tendencia en redes

Por su parte, 'En tu perra vida' en composición junto a Lenin Ramírez se ha apoderado de las principales tendencias de las redes sociales. Esta nueva colaboración de los artistas mexicanos le canta al desamor con mucho resentimiento y dolor, lo cual fascina a todo aquel que la escucha.

La canción se estrenó el 11 de mayo en todas las plataformas digitales y llegó acompañado de un video musical en YouTube, mismo que fue grabado el pasado 29 de abril en 'Mi Tierra', un famoso restaurante que se encuentra ubicado en la ciudad de Chicago, Illinois.

El nuevo himno de "los dólidos", pues la letra habla de un hombre que ya no está dispuesto a regalar su amor a quien no lo merece, todo muy al estilo de Grupo Firme y Lenin Ramírez.

El Grupo Firme ha consolidado su reinado como los dueños del regional mexicano. Sus integrantes unidos por el amor a la música y provenientes de diferentes lugares de México coincidieron en Tijuana. En esta ciudad se criaron e iniciaron sus carreras como miembros de diferentes agrupaciones, aunque todos se conocían gracias a su trabajo en el medio. Los primeros integrantes del grupo fueron Eduin y Joaquín, quienes coincidieron en varias agrupaciones antes de fundar el grupo en 2013.

POR SI VAS:
Qué: Grupo Firme
Dónde: Staples Center
Cuándo: (hasta ahora): Julio 30, 31; Agosto 1, 4, 6, 7, 8, 9
Cuánto: $55-$175
www.AXS.com

Joaquín y Eduin comenzaron en el grupo Reto Sierreño, luego pasaron por las agrupaciones Aventad2 de Tijuana y Los 4 de la frontera y por último coincidieron en el grupo Fuerza Oculta. Este último se convertiría, tras algunos cambios, en la agrupación Grupo Firme, aunque inicialmente se llamaba Grupo Fuerza. Ya que muchas agrupaciones tenían el mismo nombre, los miembros decidieron apostar por un sinónimo y que mejor que Firme.

Es así como nació el Grupo Firme, con Eduin como vocalista y líder, Joaquín en el bajo sexto, Abraham y Jhonny como segunda voz, Christian en el bajo, Dylan en el acordeón y Fito con la batería.

En abril de 2017, tras tres años de presentaciones y covers en redes, el grupo hizo su debut con el lanzamiento de su primer álbum Pasado, Presente, Futuro. Este constó de doce canciones, de las cuales sobresalían: De Sol a Sol, Metas Cumplidas, Perdóname y El de los Huaraches. Si bien, el álbum no le fue muy bien, consiguió dar a conocer el grupo. Unos meses después, la agrupación regresó con El Barco (2017), álbum de quince canciones, en el que aparecían los temas: El Bueno de Tijuana, Dile, Gente de Verdad y La Interesada.

El grupo alcanzó la fama finalmente en 2019 esto gracias a los lanzamientos de Me Cansé de Amarte y el hit El Amor No Fue Pa' Mí (ft. Banda Coloso). Más tarde vinieron los exitosos El Muelas, En Realidad con la Banda Coloso, Lujos y Secretos junto a Quinto V Imperio y Porque Te Quiero con Luis Alfonso Partida "El Yaki". También estrenaron ese año los sencillos Qué Me Vas A Dar Si Vuelvo, El Papel y A Ti Te Conviene junto a Calibre 50.

Gaza

FROM PAGE 1

ment and a raging coronavirus outbreak.

Netanyahu's office said his Security Cabinet had unanimously accepted an Egyptian cease-fire proposal after recommendations from Israel's military chief and other top security officials. A statement boasted of "significant achievements in the operation, some of which are unprecedented."

It also included a veiled threat against Hamas. "The political leaders emphasized that the reality on the ground will determine the future of the campaign," the statement said.

The fighting erupted on May 10, when Hamas militants in Gaza fired long-range rockets toward Jerusalem. The barrage came after days of clashes between Palestinian protesters and Israeli police at the Al-Aqsa Mosque compound. Heavy-handed police tactics at the compound, built on a site holy to Muslims and Jews, and the threatened eviction of dozens of Palestinians by Jewish settlers had inflamed tensions.

The competing claims to Jerusalem lie at the heart of the Israeli-Palestinian conflict and have repeatedly triggered bouts of violence in the past.

Hamas and other militant groups fired over 4,000 rockets into Israel throughout the fighting, launching the projectiles from civilian areas at Israeli cities. Dozens of projectiles flew as far north as Tel Aviv, the country's bustling commercial and cultural capital.

Israel, meanwhile, carried out hundreds of airstrikes targeting what it said was Hamas' military infrastructure, including a vast tunnel network.

At least 230 Palestinians were killed, including 65 children and 39 women, with 1,710 people wounded, according to the Gaza Health Ministry, which does not break the numbers down into fighters and civilians. Twelve people in Israel, including a 5-year-old boy and 16-year-old girl, were killed.

The United States, Israel's closest and most important ally, initially backed what it said was Israel's right to self-defense against indiscriminate rocket fire. But as the fighting dragged on and the death toll mounted, the Americans increasingly pressured Israel to stop the offensive.

In a rare public rift, Netanyahu on Wednesday briefly rebuffed a public call from President Joe Biden to wind things down, appearing determined to inflict maximum damage on Hamas in a war that could help save his political career.

But late Thursday, Netanyahu's office announced the cease-fire agreement. Hamas quickly followed suit. Militants continued to launch sporadic rocket at Israel early today, before the 2 a.m. cease-fire took effect.

In Washington, Biden hailed the cease-fire. "I believe we have a genuine opportunity to make progress, and I'm committed to working for it," he said.

Biden said the U.S. was committed to helping Israel replenish its supply of interceptor missiles for its Iron Dome rocket-defense system and to working with the internationally recognized Palestinian Authority not Hamas to provide humanitarian aid to Gaza.

Netanyahu quickly came under heavy criticism from members of his hawkish, nationalist base. Gideon Saar, a former ally who now leads a small party opposed to the prime minister, called the cease-fire "embarrassing."

In a potentially damaging development for the Israeli leader, the Palestinian militants claimed Netanyahu had agreed to halt further Israeli actions at the Al Aqsa Mosque and to call off the planned evictions of Palestinians in the nearby Sheikh Jarrah neighborhood.

An Egyptian official said only that tensions in Jerusalem "will be addressed." He spoke on condition of anonymity because he was discussing behind-the-scenes negotiations and provided no details.

Itamar Ben Gvir, head of the far-right Jewish Power party, tweeted that the cease-fire was "a grave surrender to terrorism and the dictates of Hamas."

The cease-fire comes at a sensitive time for Netanyahu. In the wake of an inconclusive election in March, Netanyahu failed to form a majority coalition in parliament. His opponents now have until June 2 to form an alternative government of their own.

The war greatly complicated the efforts of his opponents, who include both Jewish and Arab parties and were forced to suspend their negotiations in such a fraught environment. But the inconclusive outcome of the war could give them renewed momentum to restart those talks.

Meanwhile in Gaza, a Hamas spokesman, Abdelatif al-Qanou, said Israel's announcement was a "declaration of defeat." Nonetheless, the group said it would honor the deal, which was to officially go into effect at 2 a.m.

Alf Barakeh, an official with Islamic Jihad, a smaller group that fought alongside Hamas, said Israel's declaration of a truce was a defeat for Netanyahu and "a victory to the Palestinian people."

Despite the claims, both groups appeared to have suffered significant losses in the fighting. Hamas and Islamic Jihad said at least 20 of their fighters were killed, while Israel said the number was at least 130 and probably higher.

Some 58,000 Palestinians fled their homes, many of them seeking shelter in crowded United Nations schools at a time of a coronavirus outbreak.

Since the fighting began, Gaza's infrastructure, already weakened by a 14-year blockade, has rapidly deteriorated.

Medical supplies, water and fuel for electricity are running low in the territory, on which Israel and Egypt imposed the blockade after Hamas seized power from the Palestinian Authority in 2007. Since then, Palestinian President Mahmoud Abbas has governed autonomous areas of the Israeli-occupied West Bank and has limited influence in Gaza.

Israeli attacks have also damaged at least 18 hospitals and clinics and destroyed one health facility, the World Health Organization said. Nearly half of all essential drugs have run out.

Israeli bombing has damaged over 50 schools across the territory, according to advocacy group Save the Children, destroying at least six. While repairs are done, education will be disrupted for nearly 40,000 children.

ADEL HANA — THE ASSOCIATED PRESS

Palestinians wave green Hamas and their national flags while celebrating the cease-fire agreement between Israel and Hamas in Gaza City early today.

Caltrans | U.S. Department of Transportation Federal Railroad Administration | RCTC Riverside County Transportation Commission

ANUNCIO PÚBLICO

Programa del servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Anuncio de finalización (NOC) y Anuncio de disponibilidad (NOA) para una Declaración de Impacto Ambiental/ un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa)

¿Qué está previsto?	De conformidad con la Ley Nacional de Política Ambiental Nacional (NEPA) y la Ley de Calidad Ambiental de California (CEQA), la Administración Federal de Ferrocarriles (FRA), la División de Transporte Ferroviario y Masivo del Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Riverside (RCTC) han preparado una Declaración de Impacto Ambiental/un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa) con el fin de: 1) evaluar las opciones de servicio ferroviario de pasajeros entre Los Angeles Union Station (LAUS) en el condado de Los Ángeles, California, y la ciudad de Coachella en el condado de Riverside, California, que se conocen colectivamente como el Programa de servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio (Programa), y 2) ofrecer opciones de viaje alternativas al uso de un automóvil a lo largo del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio de 144 millas de longitud (Programa Corredor). FRA, Caltrans y RCTC han preparado el Borrador EIS/EIR de Nivel 1/Programa para analizar los posibles impactos ambientales significativos del Programa propuesto, e identificar posibles estrategias de mitigación que fundamentarían las futuras medidas de mitigación específicas del lugar para evitar o reducir los impactos significativos durante los subsiguientes análisis (futuros) de Nivel 2/Proyecto.
¿Por qué este anuncio?	FRA, Caltrans y RCTC han estudiado los efectos que el Programa propuesto puede tener sobre el medio ambiente y la comunidad. Los resultados de estos estudios se recogen en el Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental (EIS/EIR) de Nivel 1/Programa. El propósito de este anuncio es informar al público sobre su finalización y disponibilidad para cualquier persona interesada, y brindar al público la oportunidad de comentar y/o participar en una audiencia pública sobre el Programa.
What's Available?	El Borrador EIS/EIR de Nivel 1/Programa está disponible para su revisión en las siguientes ubicaciones: • LA Union Station/Metro Library and Archive, One Gateway Plaza, 15th Floor, Los Angeles, CA 90012 • Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832 • Riverside Main Library, 3900 Mission Inn Avenue, Riverside, CA 92501 • Riverside County Transportation Commission, 4080 Lemon Street, CA 92501 • Colton Public Library, 656 N. 9th Street, Colton, CA 92324 • Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354 • A.K. Smiley Public Library, 125 W. Vine Street, Redlands, CA 92373 • Beaumont Library, 125 E. Eighth Street Beaumont, CA 92223 • Banning Public Library, 21 W. Nicolet Street, Banning, CA 92220 • Palm Springs Public Library 300 S. Sunrise Way, Palm Springs, CA 92262 • Riverside County Indio Branch Library, 200 Civic Center Mall, Indio, CA 92201 • Riverside County Coachella Branch Library, 1500 6th Street, Coachella, CA 92236 TEl Borrador EIS/EIR de Nivel 1/Programa también se puede consultar en línea en las siguientes ubicaciones: • Sitio web de la RCTC (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) • Sitio web de la FRA (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan) • Regulations.gov (https://www.regulations.gov/docket/FRA-2021-0048) Las audiencias públicas se celebrarán de forma virtual en las fechas indicadas a continuación. Los enlaces de las reuniones virtuales se publicarán en los sitios web del Programa antes de las audiencias públicas. • 22 de junio de 2021, de 04:30 p.m. a 07:00 p.m. • 26 de junio de 2021, de 08:30 a.m. a 11:00 a.m.
¿Cuál es su papel?	El período de revisión pública y comentarios para el Borrador EIS/EIR de Nivel 1/Programa es del 21 de mayo de 2021 al 6 de julio de 2021. Se invita a las agencias y organizaciones federales, estatales y locales y al público a proporcionar comentarios sobre el Borrador EIS/EIR de Nivel 1/Programa. Las personas interesadas deben enviar comentarios por vía electrónica a través de regulations.gov buscando el Número de Expediente del Programa (FRA-2021-0048) o por correo electrónico a cvrail@rctc.org. Los comentarios por escrito deben enviarse por correo postal de los Estados Unidos a: FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, o Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502. Los comentarios deben incluir "Coachella Valley – San Gorgonio Pass Rail Corridor Service Program- Draft EIS/EIR Comments" en la línea de asunto y la dirección postal física de la persona que envía el comentario en el cuerpo de la carta o del correo electrónico. Los comentarios deben enviarse antes del martes, 6 de julio de 2021.
Adaptaciones especiales	Las personas que requieran adaptaciones especiales (intérprete de lenguaje de señas estadounidense, documentación en formatos alternativos, etc.) deben llamar al (909) 627-2974 al menos 72 horas antes de las audiencias públicas para solicitar adaptaciones en virtud de la Ley para Estadounidenses con Discapacidades (ADA) o servicios de traducción.

Caltrans

U.S. Department of Transportation
Federal Railroad Administration

RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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109-97533-1

¿Cómo lidiar con un compañero de trabajo incompetente?

VALERIA SABATER

¿Has tenido alguna vez un compañero de trabajo incompetente? ¿De los que descuidan sus funciones y hacen imposible que tú puedas rendir con normalidad? Si es así, te explicamos qué estrategias deberían tomarse en estos casos.

Personas que no se esfuerzan, que eluden responsabilidades, que crean un mal clima laboral con su actitud, con su comportamiento… ¿Cómo lidiar con un compañero de trabajo incompetente? Quien más y quien menos se ha visto alguna vez en esta situación y comprende, sin duda, lo complicado que puede ser, en ocasiones, manejar estas situaciones.

Algo que sabemos bien desde el ámbito de los recursos humanos y la psicología organizacional es que en todo escenario laboral, existen lo que se conoce como "manzanas podridas". Lo curioso es que suelen pasar con facilidad los filtros de selección de personal, porque en las entrevistas de trabajo se muestran resueltos y competentes. Sin restar que pueden tener un buen currículum.

Ahora bien, las habilidades duras no tienen nada que ver con las habilidades blandas. Uno puede definirse por acumular numerosos conocimientos y habilidades técnicas para ese trabajo y, sin embargo, carecer de habilidades sociales y emocionales, empatía, competencias para hacer equipo, liderar, comunicar, motivar, etc.

Asimismo, hay algo que debemos considerar: las "manzanas podridas" son un auténtico problema para la organización. Afectan a todo el equipo, reducen la productividad, elevan la ansiedad y crean una mala imagen para la empresa. Lo analizamos.

Claves para lidiar con un compañero de trabajo incompetente

En todo entorno laboral podemos ver a personas responsables que desean hacer carrera y escalar posiciones en su trabajo. Asimismo, también abundan los que se limitan a cumplir sus objetivos con eficacia e intentan hacer las cosas lo mejor posible, pero sin tener en mente optar a nada más que a conservar su estabilidad. Ambas figuras, se pueden ver afectadas por un tercer elemento caótico: el empleado irresponsable.

El compañero de trabajo incompetente tiene como principal característica hacer lo mínimo posible. No es necesario que sean malas personas, pero se diferencian de los demás por su baja motivación, nula responsabilidad por su labor y una sofisticada habilidad para colocar en hombros ajenos los fallos que son propios.

Todo ello se traduce a menudo en que los otros empleados acaban asumiendo más trabajo, tanto para corregir sus errores como para lograr que el flujo de actividad no se altere. A corto plazo, lo que sucede es que el clima laboral se enrarece, crece el malestar, el estrés y los desencuentros. A largo plazo, surge el desgaste total de energía y los problemas de rentabilidad.

Veamos, por tanto, qué estrategias deberíamos usar para lidiar con un compañero de trabajo incompetente.

No desahogues con tus compañeros tu enfado y frustración

Admitámoslo, cuando tenemos un problema en el trabajo y en concreto con un compañero, solemos desahogarnos con los demás. Y es cierto, resulta catártico compartir con alguien de la empresa lo que supone tener al lado a alguien incompetente, lo que cansa y los problemas que acarrea. Sin embargo, lo que sucede con esto es que incrementamos el malestar general.

Las emociones negativas se contagian, el ambiente se vuelve más complicado y, en ocasiones, podemos vivir situaciones incómodas. Puede que un compañero de trabajo acabe desvelando nuestras confidencias al compañero incompetente y la situación se vuelva más problemática.

Habla con la persona incompetente en primer lugar, sé claro, comprende, clarifica qué quieres

Bien es cierto que nos puede suponer un esfuerzo. Sin embargo, lo más acertado en todos los casos cuando tenemos que lidiar con un compañero de trabajo es empezar por él. Lo ideal es seguir el siguiente proceso.

-Le expondremos la situación refiriéndonos a tareas y situaciones concretas. No vale decirle "estás descuidando tus tareas o trabajar contigo es un desastre". Hay que puntualizar qué conductas, qué situaciones y qué tareas suyas descuidadas nos están trayendo problemas.

-El tono nunca debe acusador. La estrategia debe ser conciliadora y enfocada a averiguar qué problema existe. ¿Se siente desmotivado? ¿No está a gusto en ese trabajo? ¿Tiene alguna preocupación? Debemos sondearle para que tome conciencia de que su comportamiento trae consecuencias.

-Asimismo, le concretaremos también qué esperamos de él o ella a corto plazo. "Me gustaría que a partir de mañana cumplieras con esta tarea", "espero que pasado mañana esta incidencia ya esté resuelta", etc.

AVISO DE SOLICITUD

El Condado de Riverside está solicitando comentarios de los ciudadanos, agencias públicas, proveedores de servicios y otras partes interesadas con respecto al borrador final del Plan de Acción de Un Año 2021-2022 del Plan Consolidado de Cinco Años del Condado 2019-2024 para Planificación Comunitaria y Planificación Comunitaria y Financiero para el Desarrollo de HUD. Los objetivos contenidos en el Plan de acción de un año son desarrollar comunidades viables a través de asociaciones públicas/privadas proporcionando viviendas asequibles decentes, un entorno de vida adecuado y oportunidades de desarrollo económico ampliadas principalmente para personas de ingresos bajos y moderados.

El plan de acción de un año 2021-2022 cubre todas las áreas del programa del condado urbano, incluidas las áreas no incorporadas del condado de Riverside, así como las siguientes ciudades colaboradoras: Banning, Beaumont, Blythe, Canyon Lake, Coachella, Desert Hot Springs, Eastvale, Indian Wells, La Quinta, Norco, Calimesa, San Jacinto y Wildomar. Las ciudades metropolitanas conjuntas de Lake Elsinore y Murrieta también se incluyen dentro del programa CDBG del condado.

Se anticipa que la Junta de Supervisores adoptará el Plan de acción de un año en la reunión ordinaria del 8 de junio de 2021. Luego, el Plan de acción se enviará al Departamento de Vivienda y Desarrollo Urbano de los EE. UU. Para su revisión y aprobación final.

La fecha y hora en que la Junta de Supervisores puede considerar el Plan de acción final de un año 2021-2022 está sujeta a cambios. Comuníquese con el Condado al número de teléfono y/o a la dirección de correo electrónico a continuación para verificar cuándo la Junta de Supervisores considerará el Plan de acción final de un año 2021-2022. Comuníquese con el secretario de la Junta sobre los procedimientos y protocolos de COVID-19 en cob@rivco.org o 951-955-1069.

Los comentarios pueden enviarse por escrito a la siguiente dirección a más tardar a las 4:00 p.m. del 7 de junio de 2021: Departamento de Vivienda, Personas sin Hogar y Soluciones para la Fuerza Laboral del Condado de Riverside, Atención al Programa CDBG, 3403 10th St. Suite 300, Riverside, CA 92501. Los comentarios también pueden enviarse por correo electrónico a sorozco@rivco.org, o por FAX al 951-374-3098.

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RCTC RIVERSIDE COUNTY TRANSPORTATION COMMISSION

ANUNCIO PÚBLICO

Programa del servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Anuncio de finalización (NOC) y Anuncio de disponibilidad (NOA) para una Declaración de Impacto Ambiental/ un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa)

¿Qué está previsto?	De conformidad con la Ley Nacional de Política Ambiental Nacional (NEPA) y la Ley de Calidad Ambiental de California (CEQA), la Administración Federal de Ferrocarriles (FRA), la División de Transporte Ferroviario y Masivo del Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Riverside (RCTC) han preparado una Declaración de Impacto Ambiental/un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa) con el fin de: 1) evaluar las opciones de servicio ferroviario de pasajeros entre Los Angeles Union Station (LAUS) en el condado de Los Ángeles, California, y la ciudad de Coachella en el condado de Riverside, California, que se conocen colectivamente como el Programa de servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio (Programa), y 2) ofrecer opciones de viaje alternativas al uso de un automóvil a lo largo del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio de 144 millas de longitud (Programa Corredor). FRA, Caltrans y RCTC han preparado el Borrador EIS/EIR de Nivel 1/Programa para analizar los posibles impactos ambientales significativos del Programa propuesto, e identificar posibles estrategias de mitigación que fundamentarían las futuras medidas de mitigación específicas del lugar para evitar o reducir los impactos significativos durante los subsiguientes análisis (futuros) de Nivel 2/Proyecto.
¿Por qué este anuncio?	FRA, Caltrans y RCTC han estudiado los efectos que el Programa propuesto puede tener sobre el medio ambiente y la comunidad. Los resultados de estos estudios se recogen en el Borrador de Declaración de Impacto Ambiental/Informe de Impacto Ambiental (EIS/EIR) de Nivel 1/Programa. El propósito de este anuncio es informar al público sobre su finalización y disponibilidad para cualquier persona interesada, y brindar al público la oportunidad de comentar y/o participar en una audiencia pública sobre el Programa.
What's Available?	El Borrador EIS/EIR de Nivel 1/Programa está disponible para su revisión en las siguientes ubicaciones: • LA Union Station/Metro Library and Archive, One Gateway Plaza, 15th Floor, Los Angeles, CA 90012 • Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832 • Riverside Main Library, 3900 Mission Inn Avenue, Riverside, CA 92501 • Riverside County Transportation Commission, 4080 Lemon Street, CA 92501 • Colton Public Library, 656 N. 9th Street, Colton, CA 92324 • Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354 • A.K. Smiley Public Library, 125 W. Vine Street, Redlands, CA 92373 • Beaumont Library, 125 E. Eighth Street Beaumont, CA 92223 • Banning Public Library, 21 W. Nicolet Street, Banning, CA 92220 • Palm Springs Public Library 300 S. Sunrise Way, Palm Springs, CA 92262 • Riverside County Indio Branch Library, 200 Civic Center Mall, Indio, CA 92201 • Riverside County Coachella Branch Library, 1500 6th Street, Coachella, CA 92236 TEl Borrador EIS/EIR de Nivel 1/Programa también se puede consultar en línea en las siguientes ubicaciones: • Sitio web de la RCTC (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) • Sitio web de la FRA (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan) • Regulations.gov (https://www.regulations.gov/docket/FRA-2021-0048) Las audiencias públicas se celebrarán de forma virtual en las fechas indicadas a continuación. Los enlaces de las reuniones virtuales se publicarán en los sitios web del Programa antes de las audiencias públicas. • 22 de junio de 2021, de 04:30 p.m. a 07:00 p.m. • 26 de junio de 2021, de 08:30 a.m. a 11:00 a.m.
¿Cuál es su papel?	El período de revisión pública y comentarios para el Borrador EIS/EIR de Nivel 1/Programa es del 21 de mayo de 2021 al 6 de julio de 2021. Se invita a las agencias y organizaciones federales, estatales y locales y al público a proporcionar comentarios sobre el Borrador EIS/EIR de Nivel 1/Programa. Las personas interesadas deben enviar comentarios por vía electrónica a través de regulations.gov buscando el Número de Expediente del Programa (FRA-2021-0048) o por correo electrónico a cvrail@rctc.org. Los comentarios por escrito deben enviarse por correo postal de los Estados Unidos a: FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, o Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502. Los comentarios deben incluir "Coachella Valley – San Gorgonio Pass Rail Corridor Service Program- Draft EIS/EIR Comments" en la línea de asunto y la dirección postal física de la persona que envía el comentario en el cuerpo de la carta o del correo electrónico. Los comentarios deben enviarse antes del martes, 6 de julio de 2021.
Adaptaciones especiales	Las personas que requieran adaptaciones especiales (intérprete de lenguaje de señas estadounidense, documentación en formatos alternativos, etc.) deben llamar al (909) 627-2974 al menos 72 horas antes de las audiencias públicas para solicitar adaptaciones en virtud de la Ley para Estadounidenses con Discapacidades (ADA) o servicios de traducción.

Gaza

FROM PAGE 1

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Netanyahu's office said his Security Cabinet had unanimously accepted an Egyptian cease-fire proposal after recommendations from Israel's military chief and other top security officials. A statement boasted of "significant achievements in the operation, some of which are unprecedented."

It also included a veiled threat against Hamas. "The political leaders emphasized that the reality on the ground will determine the future of the campaign," the statement said.

The fighting erupted on May 10, when Hamas militants in Gaza fired long-range rockets toward Jerusalem. The barrage came after days of clashes between Palestinian protesters and Israeli police at the Al-Aqsa Mosque compound. Heavy-handed police tactics at the compound, built on a site holy to Muslims and Jews, and the threatened eviction of dozens of Palestinians by Jewish settlers had inflamed tensions.

The competing claims to Jerusalem lie at the heart of the Israeli-Palestinian conflict and have repeatedly triggered bouts of violence in the past.

Hamas and other militant groups fired over 4,000 rockets into Israel throughout the fighting, launching the projectiles from civilian areas at Israeli cities. Dozens of projectiles flew as far north as Tel Aviv, the country's bustling commercial and cultural capital.

Israel, meanwhile, carried out hundreds of airstrikes targeting what it said was Hamas' military infrastructure, including a vast tunnel network.

At least 230 Palestinians were killed, including 65 children and 39 women, with 1,710 people wounded, according to the Gaza Health Ministry, which does not break the numbers down into fighters and civilians. Twelve people in Israel, including a 5-year-old boy and 16-year-old girl, were killed.

The United States, Israel's closest and most important ally, initially backed what it said was Israel's right to self-defense against indiscriminate rocket fire. But as the fighting dragged on and the death toll mounted, the Americans increasingly pressured Israel to stop the offensive.

In a rare public rift, Netanyahu on Wednesday briefly rebuffed a public call from President Joe Biden to wind things down, appearing determined to inflict maximum damage on Hamas in a war that could help save his political career.

But late Thursday, Netanyahu's office announced the cease-fire agreement. Hamas quickly followed suit. Militants continued to launch sporadic rocket at Israel early today, before the 2 a.m. cease-fire took effect.

In Washington, Biden hailed the cease-fire. "I believe we have a genuine opportunity to make progress, and I'm committed to working for it," he said.

Biden said the U.S. was committed to helping Israel replenish its supply of interceptor missiles for its Iron Dome rocket-defense system and to working with the internationally recognized Palestinian Authority not Hamas to provide humanitarian aid to Gaza.

Netanyahu quickly came under heavy criticism from members of his hawkish, nationalist base. Gideon Saar, a former ally who now leads a small party opposed to the prime minister, called the cease-fire "embarrassing."

In a potentially damaging development for the Israeli leader, the Palestinian militants claimed Netanyahu had agreed to halt further Israeli actions at the Al-Aqsa Mosque and to call off the planned evictions of Palestinians in the nearby Sheikh Jarrah neighborhood.

An Egyptian official said only that tensions in Jerusalem "will be addressed." He spoke on condition of anonymity because he was discussing behind-the-scenes negotiations and provided no details.

Itamar Ben Gvir, head of the far-right Jewish Power party, tweeted that the cease-fire was "a grave surrender to terrorism and the dictates of Hamas."

The cease-fire comes at a sensitive time for Netanyahu. In the wake of an inconclusive election in March, Netanyahu failed to form a majority coalition in parliament. His opponents now have until June 2 to form an alternative government of their own.

The war greatly complicated the efforts of his opponents, who include both Jewish and Arab parties and were forced to suspend their negotiations in such a fraught environment. But the inconclusive outcome of the war could give them renewed momentum to restart those talks.

Meanwhile in Gaza, a Hamas spokesman, Abdelatif al-Qanou, said Israel's announcement was a "declaration of defeat." Nonetheless, the group said it would honor the deal, which was to officially go into effect at 2 a.m.

Ali Barakeh, an official with Islamic Jihad, a smaller group that fought alongside Hamas, said Israel's declaration of a truce was a defeat for Netanyahu and "a victory to the Palestinian people."

Despite the claims, both groups appeared to have suffered significant losses in the fighting. Hamas and Islamic Jihad said at least 20 of their fighters were killed, while Israel said the number was at least 130 and probably higher.

Some 58,000 Palestinians fled their homes, many of them seeking shelter in crowded United Nations schools at a time of a coronavirus outbreak.

Since the fighting began, Gaza's infrastructure, already weakened by a 15-year blockade, has rapidly deteriorated.

Medical supplies, water and fuel for electricity are running low in the territory, on which Israel and Egypt imposed the blockade after Hamas seized power from the Palestinian Authority in 2007. Since then, Palestinian President Mahmoud Abbas has governed autonomous areas of the Israeli-occupied West Bank and has limited influence in Gaza.

Israeli attacks have also damaged at least 18 hospitals and clinics and destroyed one health facility, the World Health Organization said. Nearly half of all essential drugs have run out.

Israeli bombing has damaged over 50 schools across the territory, according to advocacy group Save the Children, destroying at least six. While repairs are done, education will be disrupted for nearly 42,000 children.

ADEL HANA — THE ASSOCIATED PRESS

Palestinians wave green Hamas and their national flags while celebrating the cease-fire agreement between Israel and Hamas in Gaza City early today.

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Appendix E

Notice of Completion/ Notice of Availability

PUBLIC NOTICE

Coachella Valley – San Gorgonio Pass Rail Corridor Service Program

Notice of Completion (NOC) and Notice of Availability (NOA) for a Joint Tier 1/Program Environmental Impact Statement/ Environmental Impact Report (Program EIS/EIR)

What's Being Planned?	Pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), the Federal Railroad Administration (FRA), California Department of Transportation (Caltrans) Division of Rail and Mass Transportation, and Riverside County Transportation Commission (RCTC), have prepared a joint NEPA/CEQA Tier 1/Program Environmental Impact Statement/Environmental Impact Report (Tier 1/Program EIS/EIR) to: 1) evaluate passenger rail service options between Los Angeles Union Station (LAUS) in Los Angeles County, California and the City of Coachella in Riverside County, California, which are collectively known as the Coachella Valley San Gorgonio Pass Rail Corridor Service Program (Program), and 2) provide alternative travel choices to automobile ownership along the 144-mile long Coachella Valley-San Gorgonio Pass Rail Corridor (Program Corridor). The Draft Tier 1/Program EIS/EIR has been prepared by FRA, Caltrans, and RCTC to analyze the potential significant environmental impacts of the proposed Program and to identify potential mitigation strategies that would inform future, site-specific mitigation measures to avoid or reduce significant impacts during subsequent (future) Tier 2/Project-level analyses.
Why This Ad?	FRA, Caltrans, and RCTC have studied the effects that the proposed Program may have on the environment and community. The results of these studies are contained in the Draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The purpose of this notice is to inform the public of its completion and availability to any interested individuals, and to provide the public an opportunity to comment and/or participate in a public hearing on the Program.
What's Available?	The Draft Tier 1/Program EIS/EIR is available for review at the following locations: • LA Union Station/Metro Library and Archive, One Gateway Plaza, 15th Floor, Los Angeles, CA 90012 • Fullerton Public Library, 353 W. Commonwealth Avenue, Fullerton, CA 92832 • Riverside Main Library, 3900 Mission Inn Avenue, Riverside, CA 92501 • Riverside County Transportation Commission, 4080 Lemon Street, CA 92501 • Colton Public Library, 656 N. 9th Street, Colton, CA 92324 • Loma Linda Branch Library, 25581 Barton Road, Loma Linda, CA 92354 • A.K. Smiley Public Library, 125 W. Vine Street, Redlands, CA 92373 • Beaumont Library, 125 E. Eighth Street Beaumont, CA 92223 • Banning Public Library, 21 W. Nicolet Street, Banning, CA 92220 • Palm Springs Public Library 300 S. Sunrise Way, Palm Springs, CA 92262 • Riverside County Indio Branch Library, 200 Civic Center Mall, Indio, CA 92201 • Riverside County Coachella Branch Library, 1500 6th Street, Coachella, CA 92236 The Draft Tier 1/Program EIS/EIR may also be viewed online at the following locations: • RCTC's website (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) • FRA's website (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan) • Regulations.gov (https://www.regulations.gov/docket/FRA-2021-0048) Public hearings will be conducted virtually at the dates provided below. Virtual meeting links will be posted to the Program websites prior to the public hearings. • June 22, 2021, 04:30 p.m. – 07:00 p.m. • June 26, 2021, 08:30 a.m. – 11:00 a.m.
Where You Come In	The public review and comment period for the Draft Tier 1/Program EIS/EIR is May 21, 2021 to July 6, 2021. Federal, state, and local agencies, organizations, and the public are invited to provide comments on the Draft Tier 1/Program EIS/EIR. Interested persons should submit electronic comments via regulations.gov by searching for the Program's Docket Number (FRA-2021-0048) or via email to cvrail@rctc.org. Written comments should be mailed via United States Mail to: FRA's Office of Program Delivery, 1200 New Jersey Avenue, S.E. (Mail Stop 20), Washington, DC 20590, or Riverside County Transportation Commission (RCTC), P.O. Box 12008, Riverside, California, 92502. Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Program- Draft EIS/EIR Comments" in the subject line and the commenter's physical mailing address in the body of the letter or email. Comments are due by Tuesday, July 6, 2021.
Special Accommodations	Individuals who require special accommodation (American Sign Language interpreter, documentation in alternate formats, etc.) are requested to call (909) 627-2974 at least 72 hours in advance of the public hearings to request American with Disabilities Act (ADA) accommodations or translator services.

ANUNCIO PÚBLICO

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¿Qué está previsto?	De conformidad con la Ley Nacional de Política Ambiental Nacional (NEPA) y la Ley de Calidad Ambiental de California (CEQA), la Administración Federal de Ferrocarriles (FRA), la División de Transporte Ferroviario y Masivo del Departamento de Transporte de California (Caltrans) y la Comisión de Transporte del Condado de Riverside (RCTC) han preparado una Declaración de Impacto Ambiental/un Informe de Impacto Ambiental conjuntos para NEPA/CEQA de Nivel 1/Programa (EIS/EIR de Nivel 1/Programa) con el fin de: 1) evaluar las opciones de servicio ferroviario de pasajeros entre Los Angeles Union Station (LAUS) en el condado de Los Ángeles, California, y la ciudad de Coachella en el condado de Riverside, California, que se conocen colectivamente como el Programa de servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio (Programa), y 2) ofrecer opciones de viaje alternativas al uso de un automóvil a lo largo del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio de 144 millas de longitud (Programa Corredor). FRA, Caltrans y RCTC han preparado el Borrador EIS/EIR de Nivel 1/Programa para analizar los posibles impactos ambientales significativos del Programa propuesto, e identificar posibles estrategias de mitigación que fundamentarían las futuras medidas de mitigación específicas del lugar para evitar o reducir los impactos significativos durante los subsiguientes análisis (futuros) de Nivel 2/Proyecto.
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Appendix F

Geotargeting Analytics

Arellano Associates

Coachella Valley Rail

May – July 2021

Programmatic Display Summary

Run Dates	Campaign	Targeting	Impressions	Clicks	CTR
5/21 – 5/28	Campaign 1	Behavioral	140,000	282	0.20%
5/25 – 5/28	Campaign 1	Geofencing	60,000	58	0.10%
6/14 – 6/22	Campaign 2	Behavioral	247,755	173	0.07%
6/14 – 6/22	Campaign 2	Geofencing	149,999	111	0.07%
6/14 – 6/22	Campaign 2	ReTargeting	102,243	122	0.12%
6/28 – 7/6	Campaign 3	Behavioral	199,997	139	0.07%
6/28 – 7/6	Campaign 3	Geofencing	100,000	116	0.12%
Total			**999,994**	**1,001**	**0.10%**

Campaign 1

5/21 – 5/28

Targeting	Ad Size	Impressions	Clicks	CTR
Behavioral Total		**140,000**	**282**	**0.20%**
Behavioral	160x600	63,976	116	0.18%
Behavioral	300x250	43,948	75	0.17%
Behavioral	300x600	11,791	49	0.42%
Behavioral	320x50	32	0	0.00%
Behavioral	728x90	20,228	40	0.20%
Behavioral	970x250	13	2	15.38%
Behavioral	970x90	12	0	0.00%
Geofence Total		**60,000**	**58**	**0.10%**
Geofence	160x600	2,836	5	0.18%
Geofence	300x250	16,453	12	0.07%
Geofence	300x50	2,934	3	0.10%
Geofence	300x600	4,799	8	0.17%
Geofence	320x480	62	0	0.00%
Geofence	320x50	25,631	21	0.08%
Geofence	480x320	2	0	0.00%
Geofence	728x90	6,245	8	0.13%
Geofence	970x250	445	1	0.22%
Geofence	970x90	593	0	0.00%
Grand Total		**200,000**	**340**	**0.17%**

Campaign 2

5/14 – 6/22

Targeting	Ad Size	Impressions	Clicks	CTR
Behavioral Total		**247,755**	**173**	**0.07%**
Behavioral	160x600	63,148	65	0.10%
Behavioral	300x250	90,066	62	0.07%
Behavioral	300x50	2,211	0	0.00%
Behavioral	300x600	6,245	12	0.19%
Behavioral	320x480	1	1	100.00%
Behavioral	320x50	83	2	2.41%
Behavioral	728x90	85,893	30	0.03%
Behavioral	970x250	28	1	3.57%
Behavioral	970x90	80	0	0.00%
Geofence Total		**149,999**	**111**	**0.07%**
Geofence	160x600	1,693	4	0.24%
Geofence	300x250	119,761	49	0.04%
Geofence	300x50	2,118	4	0.19%
Geofence	300x600	854	7	0.82%
Geofence	320x480	26	0	0.00%
Geofence	320x50	21,036	32	0.15%
Geofence	480x320	2	0	0.00%
Geofence	728x90	3,897	10	0.26%
Geofence	970x250	244	3	1.23%
Geofence	970x90	368	2	0.54%
Grand Total		**397,754**	**284**	**0.07%**

ReTargeting

5/14 – 6/22

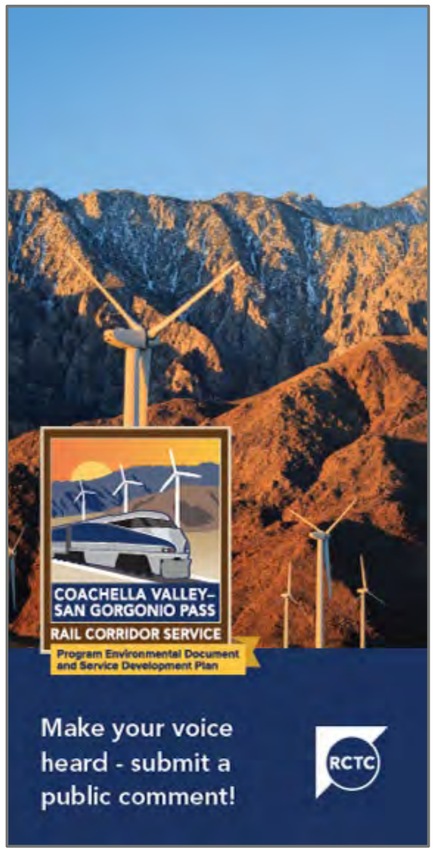
Targeting	Ad Size	Impressions	Clicks	CTR
Total		**102,243**	**122**	**0.12%**
ReTargeting	160x600	1,924	3	0.16%
ReTargeting	300x250	40,412	22	0.05%
ReTargeting	300x50	2,815	2	0.07%
ReTargeting	300x600	936	1	0.11%
ReTargeting	320x480	73	3	4.11%
ReTargeting	320x50	24,278	17	0.07%
ReTargeting	480x320	5	0	0.00%
ReTargeting	728x90	30,893	70	0.23%
ReTargeting	970x250	287	2	0.70%
ReTargeting	970x90	620	2	0.32%

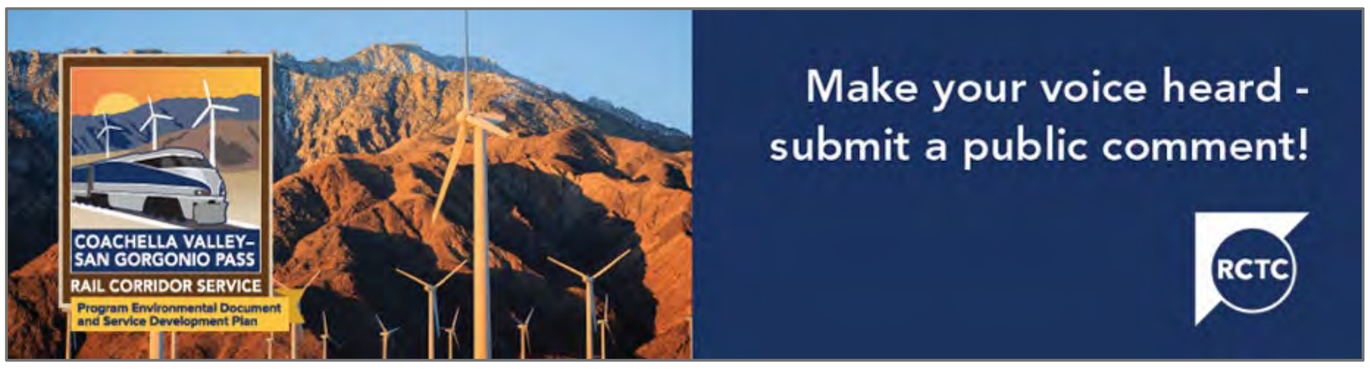
Campaign 3

6/28 – 7/6

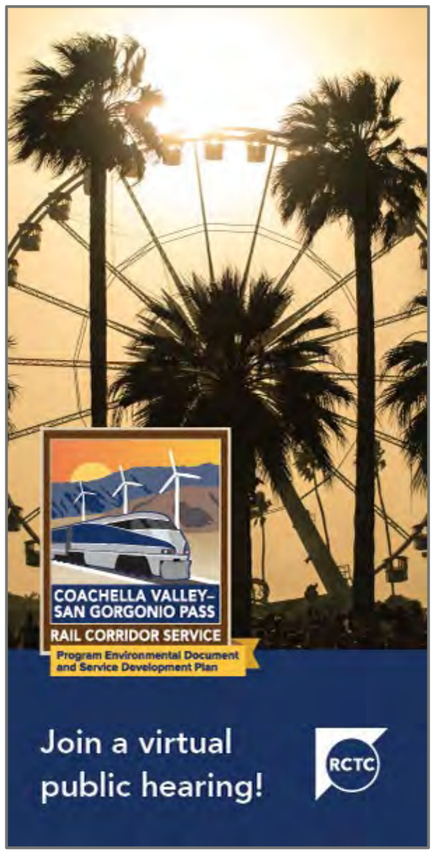
Targeting	Ad Size	Impressions	Clicks	CTR
Behavioral Total		**199,997**	**139**	**0.07%**
Behavioral	160x600	45,897	53	0.12%
Behavioral	300x250	89,719	52	0.06%
Behavioral	300x50	352	0	0.00%
Behavioral	300x600	11,625	10	0.09%
Behavioral	320x50	45	0	0.00%
Behavioral	728x90	52,242	19	0.04%
Behavioral	970x250	64	4	6.25%
Behavioral	970x90	53	1	1.89%
Geofence Total		**100,000**	**116**	**0.12%**
Geofence	160x600	5,539	5	0.09%
Geofence	300x250	26,670	14	0.05%
Geofence	300x50	7,752	13	0.17%
Geofence	300x600	5,487	5	0.09%
Geofence	320x480	149	1	0.67%
Geofence	320x50	38,887	49	0.13%
Geofence	480x320	17	1	5.88%
Geofence	728x90	10,261	20	0.19%
Geofence	970x250	2,354	3	0.13%
Geofence	970x90	2,884	5	0.17%
Grand Total		**299,997**	**255**	**0.09%**

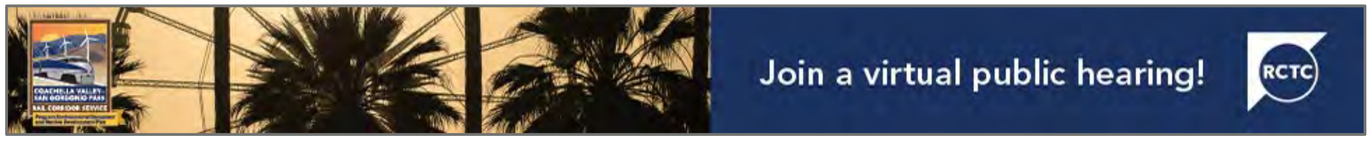
Creatives: Campaign 1



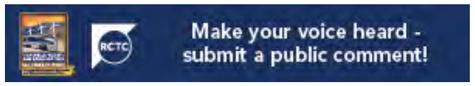


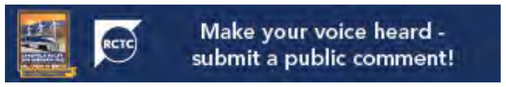
Creatives: Campaign 2 / ReTargeting

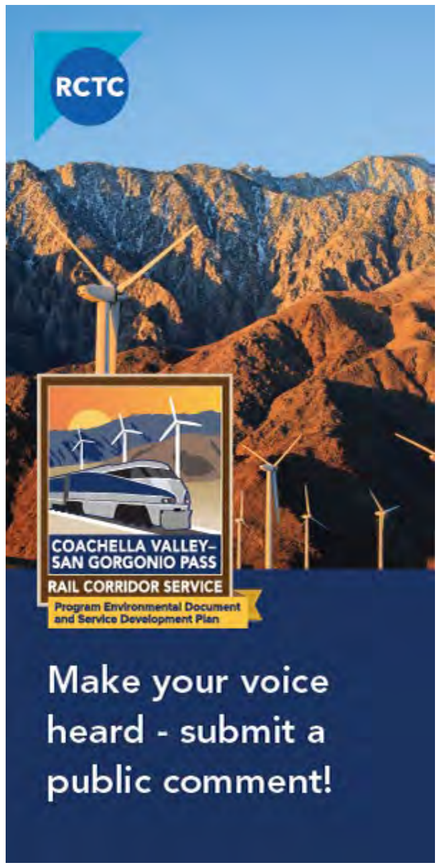




Creatives: Campaign 3







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Appendix H

Technical Advisory Committee Materials

Technical Advisory Committee Roster

Category	Category 2	Organization	Salutation	First	Last	Title
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Agency Partner	Transportation Agencies	Coachella Valley Association of Governments	Mr.	Eric	Cowle	Transportation Program Manager
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Agency Partner	Transportation Agencies	Los Angeles County Metropolitan Transportation Authority	Mr.	Jay	Fuhrman	Transportation Planning Manager
Agency Partner	Transportation Agencies	Los Angeles County Metropolitan Transportation Authority	Ms.	Jeanet	Owens	Senior Executive Officer – Program Management
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Agency Partner	Transportation Agencies	Orange County Transportation Authority	Ms.	Dinah	Minteer	
Agency Partner	Transportation Agencies	Orange County Transportation Authority	Ms.	Rosa	Guillen Sanchez	Senior Transportation Analyst
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Agency Partner	Transportation Agencies	San Bernardino County Transportation Authority	Ms.	Rebekah	Soto	Management Analyst III
Agency Partner	Transportation Agencies	San Bernardino County Transportation Authority	Mr.	Steve	Smith	Director of Planning
Agency Partner	Transportation Agencies	Southern California Association of Governments	Mr.	Steve	Fox	Senior Regional Planner
Agency Partner	Transportation Agencies	Southern California Association of Governments	Mr.	Philip	Law	Rail and Transit Planning Manager
Agency Partner	Transportation Agencies	Southern California Association of Governments	Ms.	Priscilla	Freduah-Agyemang	Senior Regional Plannger, Mobility Plannign & Management
Agency Partner	Transportation Agencies	Southern California Regional Rail Authority	Mr.	Roderick	Diaz	Director of Planning and Development
Agency Partner	Transportation Agencies	Southern California Regional Rail Authority	Mr.	Henning	Eichler	Market Insights and Analytics Manager
Agency Partner	Transportation Agencies	Southern California Regional Rail Authority	Ms.	Anne Louise	Rice	Director of Grants, Revenue Sourcing & Acquisition
Agency Partner	Transportation Agencies	Southern California Regional Rail Authority	Mr.	David	Huang	Planning Manager
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Agency Staff	Agencies	City of Banning	Ms.	Anne Marie	Loconte	Associate Civil Engineer
Agency Staff	Agencies	City of Banning	Ms.	Heidi	Meraz	Community Services Director - Transit
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Agency Staff	Agencies	City of Beaumont	Ms.	Kristine	Day	Assistant City Manager
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Agency Staff	Agencies	City of Calimesa	Ms.	Margaret	Monson	Interim Public Works Director
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Agency Staff	Agencies	City of Cathedral City	Mr.	Shawn	Maddox	Development Project Manager
Agency Staff	Agencies	City of Cathedral City	Mr.	John	Corella	City Engineer/Public Works Director
Agency Staff	Agencies	City of Cathedral City	Mr.	Stone	James	Economic Development Director
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Agency Staff	Local	City of Indio	Mr.	Timothy	Wassil	Public Works Director
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Agency Staff	Agencies	Western Riverside Council of Governments	Dr.	Kurt	Wilson	Executive Director
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Federal/State Partner	State	Caltrans, District 7	Mr.	Tony	Tavares	District Director
Federal/State Partner	State	Caltrans, District 8	Mr.	James	Camarillo	Associate Transportation Planner
Federal/State Partner	State	Caltrans, District 8	Mr.	Richard	Dennis	Senior Transportation Planner
Federal/State Partner	State	Caltrans, District 8	Mr.	Sean	Yeung	Senior Environmental Planner

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COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Technical Advisory Committee Meeting

May 4, 2021

RCTC
RIVERSIDE COUNTY TRANSPORTATION COMMISSION

Presentation Agenda

- Project Purpose & Need
- Project Process
- Service Development Plan Overview
- Infrastructure Needs
- Program-Level (Tier 1) EIS/EIR Overview
- Preferred Alternative and Service Options
- Next Steps and Upcoming Project Phases

Coachella Valley Passenger Rail Project

Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley

Up to six potential stations east of Colton

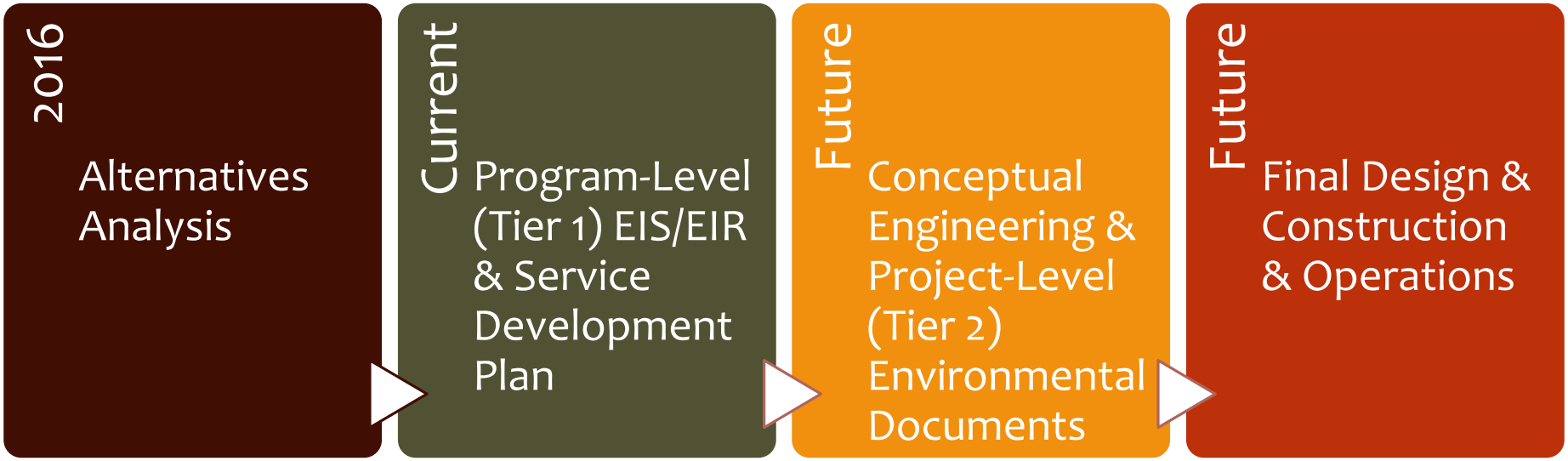
COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document and Service Development Plan

CV Rail: Purpose and Need

- **Purpose:** Provide convenient and competitive public transportation between the Coachella Valley-San Gorgonio Pass Rail Corridor and the Los Angeles Basin
- **Need:**
  - Regional population and employment growth
  - Limited and constrained travel options
  - Serve disadvantaged communities
  - Help conform to air quality regulations

Project Process Overview



CURRENT PHASE

- **What will be prepared?**
  - Service Development Plan (SDP)
  - Program-Level (Tier 1) EIS/EIR

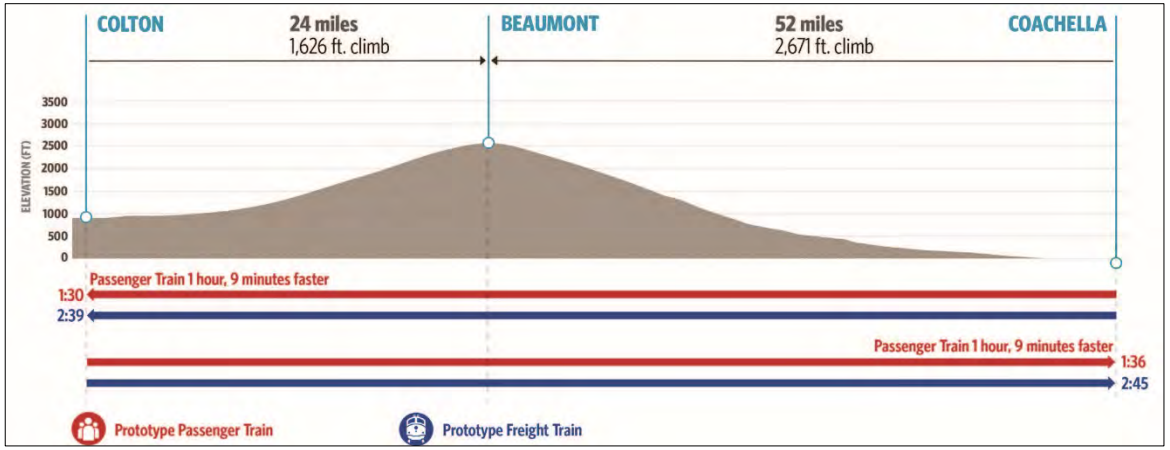
Service Development Plan (SDP) Overview

- **Analyzing service, infrastructure needs, routes, connections, stations**
  - ✓ Improvement Costs
  - ✓ Trainset Equipment
  - ✓ Ridership and Revenue Forecast
  - ✓ Financial Planning
  - ✓ Benefit-Cost and Economic Impact
  - ✓ Implementation and Phasing

Operations Modeling

- To determine on-time performance and quantify freight rail delay
- Goals:
  - On-time performance by train-type 90%
  - No unreasonable delay in freight rail
  - Estimate project-specific infrastructure needs to meet performance goals

The Hill Model Example



Overall Infrastructure Needs

Based on modeling full buildout may require:

- Third main track between Colton and Coachella
- BNSF/UPRR Colton Connector
- Enhanced signal equipment
- Structures – modify highway interchange/rail bridges
- Stations & platforms
- Improved rail crossings

- Potential investment of $1 billion

Questions?


COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan

Program-Level (Tier 1) Draft EIS/EIR Overview

- **Program-Level (Tier 1)** process will satisfy **both federal and state environmental requirements** (EIS + EIR) **WE ARE HERE**
  - ✓ Evaluates effects of implementing service (regional context)
  - ✓ Identifies broad areas of potential environmental effects and the resources that could be potentially affected in the study area by:
    - Train operations
    - Infrastructure improvements and construction

- **Project-Level (Tier 2)** environmental process for infrastructure improvements to follow program-level EIS/EIR
  - ✓ Tier 2 would analyze site-specific impacts based on the infrastructure improvements identified in the SDP

Program-Level (Tier 1) Draft EIS/EIR

- Environmental topics analyzed in the Program-Level (Tier 1) Draft EIS/EIR:

  - ✓ Land Use and Planning
  - ✓ 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
  - ✓ Geology, Soils, Seismicity, and Paleontological Resources
  - ✓ Hazards and Hazardous Materials
  - ✓ Public Utilities and Energy
  - ✓ Cultural Resources
  - ✓ Parklands and Community Services
  - ✓ Safety and Security
  - ✓ Socioeconomics and Communities Affected
  - ✓ Cumulative Effects
  - ✓ Environmental Justice Effects
  - ✓ Section 4(f)/6(f)

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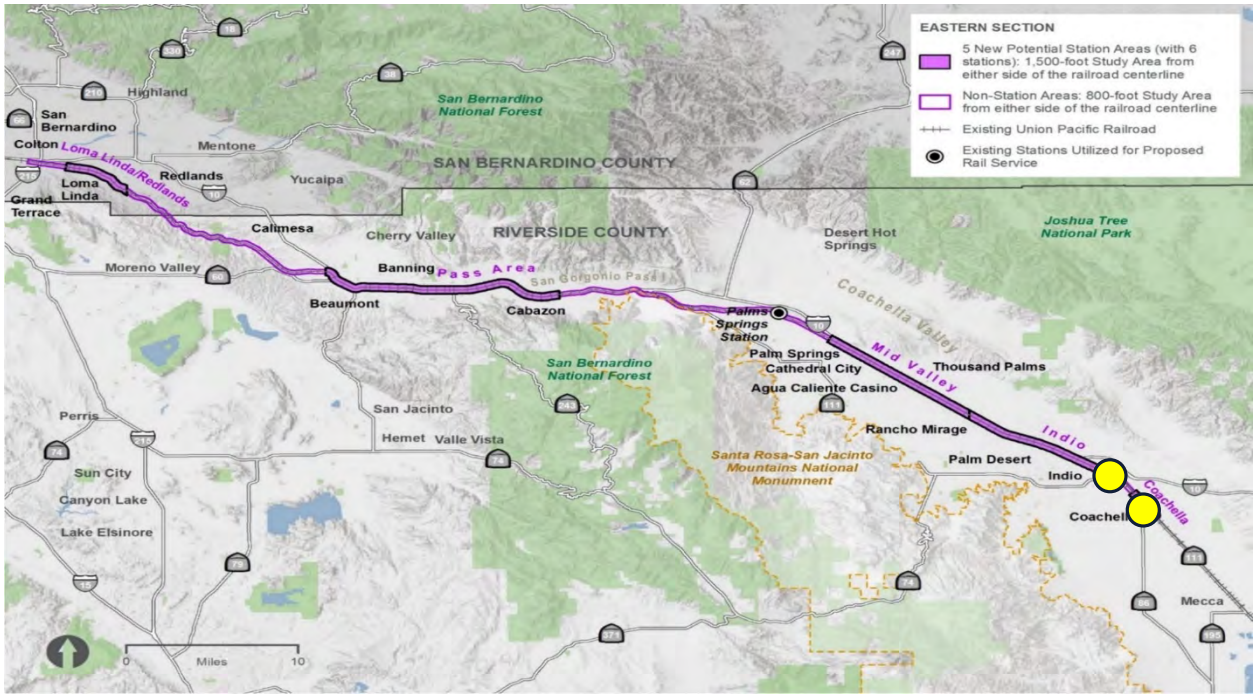
Program Environmental Document and Service Development Plan

Passenger Rail Options Studied

Eastern terminus options:

1. Indio
2. Coachella



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Program Environmental Document and Service Development Plan

Program-Level (Tier 1) Draft EIS/EIR Alternatives

- The Program-Level (Tier 1) Draft EIS/EIR includes the analysis of:
  1. **No-Build Alternative**
  2. **Build Alternative Option 1.** Six stations east of Colton, terminus in Coachella, third track through entire eastern section (from Colton to Coachella)
  3. **Build Alternative Option 2.** Five stations east of Colton, terminus in Indio, third track through entire eastern section (from Colton to Indio)
  4. **Build Alternative Option 3.** Five stations east of Colton, terminus in Indio, third track through portion of eastern section (from Colton to Mid Valley)

Next Steps in Program-Level (Tier 1) EIS/EIR

Outreach prior to release of Draft EIS/EIR:

- Technical Advisory Committee meeting: May 4
- Presentation to RCTC Commission: May 12
- Presentation to SBCTA Valley Study Committee: May 13
- Notice of Completion published: May 21
- Press release: ~ May 21

Draft EIS/EIR Public Release: **May 21**

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Upcoming Project Phases

PROGRAM-LEVEL (TIER 1) DRAFT EIS/EIR

- Draft EIS/EIR public release: **May 21, 2021**
- Public comment opportunities
- Virtual Public Hearings on Draft EIS/EIR: **June 22 and 26, 2021**
- Selection of preferred alternative based on analysis and public comment
- Preparation of Program-Level (Tier 1) Final EIS/EIR
- Record of Decision: **Late 2021**

SERVICE DEVELOPMENT PLAN

- Work ongoing. Planned completion date **November 2021**

Program-Level (Tier 1) EIS/EIR Public Comment

- Draft EIS/EIR will be available for review on the RCTC project website and at local libraries along the project corridor
- Public comments accepted May 21 – July 6, 2021
  - ✓ Electronic comments to the CV Rail page on the regulations.gov website
  - ✓ By regular mail to FRA
  - ✓ Verbal comments during the virtual public hearings

Questions?


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Thank You for Your Participation

Please share this information with your community by:

- Posting public hearing notices and fact sheets in your offices or other public locations
- Distributing public hearing notices and fact sheets by email
- Listing the public hearings on your events calendar
- Sharing our social media posts and video
- Including information in your newsletter

Visit the project website at RCTC.org/cvrail

Appendix I

Stakeholder Briefing Presentation

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Stakeholder Briefing

June 10, 2021



Program Video

Presentation Agenda

- Overview
- Purpose and Need
- Program History
- Prior Planning Activities
- Alternatives Considered
- Document Availability and Opportunity to Comment
- Q&A

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Overview

What is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program?

- The Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission are studying a 144-mile passenger rail service corridor between Los Angeles and the Coachella Valley.
- Service would extend from Los Angeles Union Station to Indio or Coachella.




Program Overview – Study Area

Where is the Program Study Area?

Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley

Up to six potential stations east of Colton

Purpose & Need

Purpose: Provide safe, reliable, and convenient intercity passenger rail service with capability to meet the future mobility needs of residents, businesses, and visitors

Need:

- Regional population and employment growth
- Limited and constrained travel options
- Serve disadvantaged communities
- Help conform to air quality regulations

Program Purpose – Service Objectives

What objectives would the service achieve?

- More convenient, faster, frequent service than existing transit
- An alternative to driving that offers reliable schedules
- An affordable transportation service
- Improve regional travel options for transit-dependent people
- Serve expected growth within the Program Corridor
- Help conform to air quality regulations

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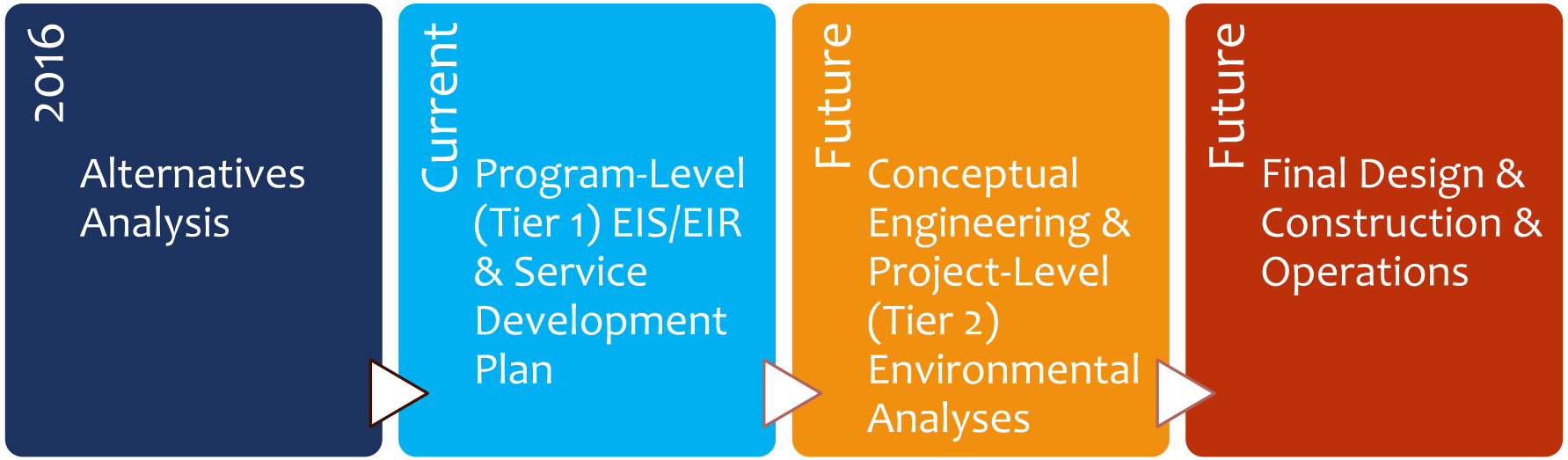
Program History & Prior Planning Activities

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
Fall 2016 – Summer 2021	Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

Project Process

Where are we in the process?



Project Process

What will be prepared?

- Service Development Plan (SDP)
  - Analysis of service levels, infrastructure needs, route modeling, station catchment areas, and connectivity
- Program-Level (Tier 1) EIS/EIR
  - Joint National Environmental Policy Act (NEPA)/ California Environmental Quality Act (CEQA) process
  - Addresses likely environmental effects associated with type of rail service proposed in corridor
  - Provides a basis for subsequent phases or tiered environmental documents (Tier 2 Project Level)

Project Process

The Program-Level (Tier 1) Draft EIS/EIR evaluates topics, including:

- ✓ Land Use and Planning
- ✓ 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
- ✓ Geology, Soils, Seismicity, and Paleontological Resources

Project Process

Topics, continued:

- ✓ Hazards and Hazardous Materials
- ✓ Public Utilities and Energy
- ✓ Cultural Resources
- ✓ Parklands and Community Services
- ✓ Safety and Security
- ✓ Socioeconomics and Communities Affected
- ✓ Cumulative Effects
- ✓ Environmental Justice Effects
- ✓ Section 4(f)/6(f) Resources

Alternatives Considered

The Program-Level (Tier 1) Draft EIS/EIR includes the analysis of:

	Daily Train Trips	Eastern Terminus	# of Stations East of Colton	New Third Track in Eastern Section
No Build	None	N/A	0	N/A
Option #1	Two round trips	Coachella	6	Colton to Coachella
Option #2	Two round trips	Indio	5	Colton to Indio
Option #3	Two round trips	Indio	5	Colton to approx. Mid Valley

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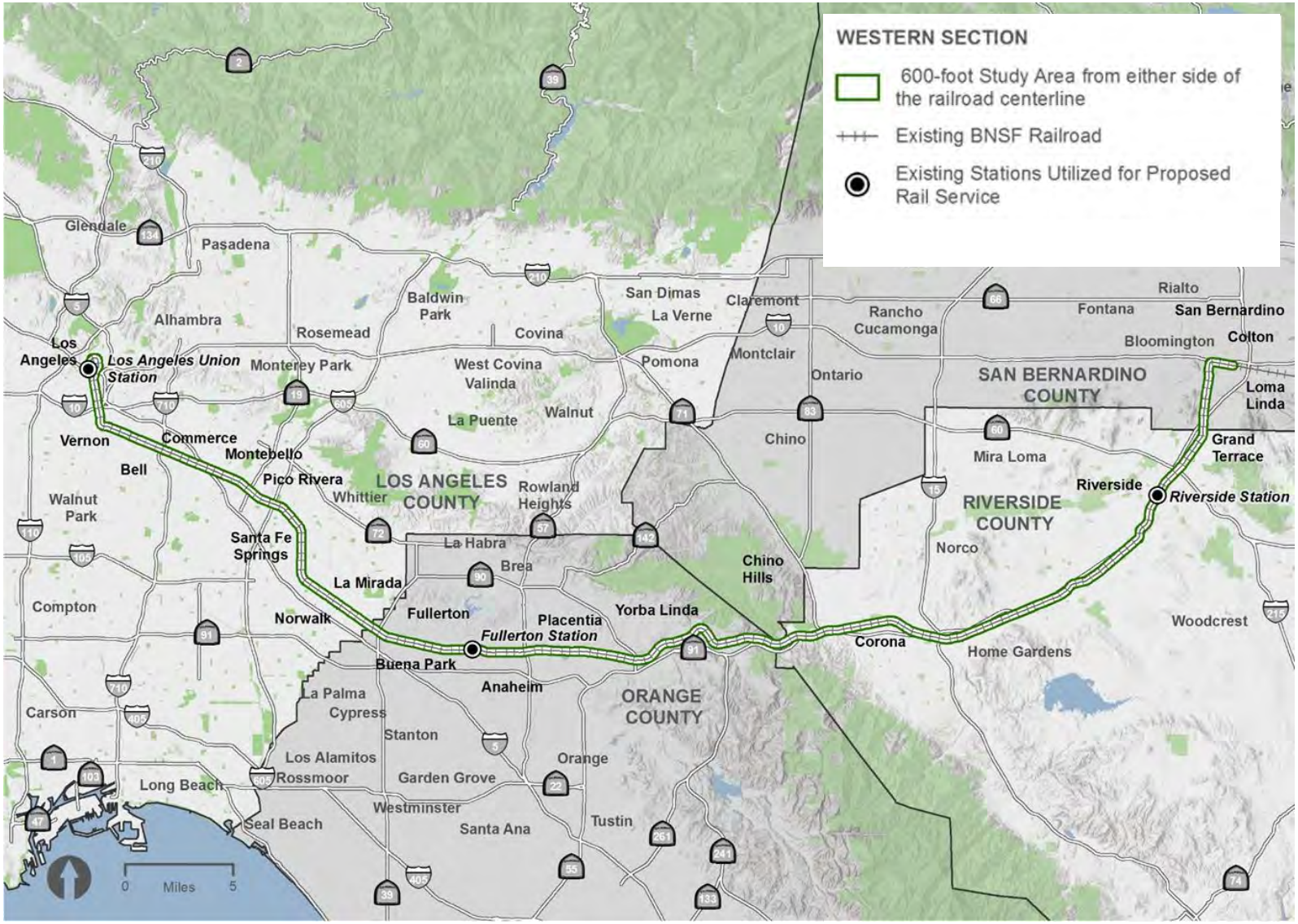
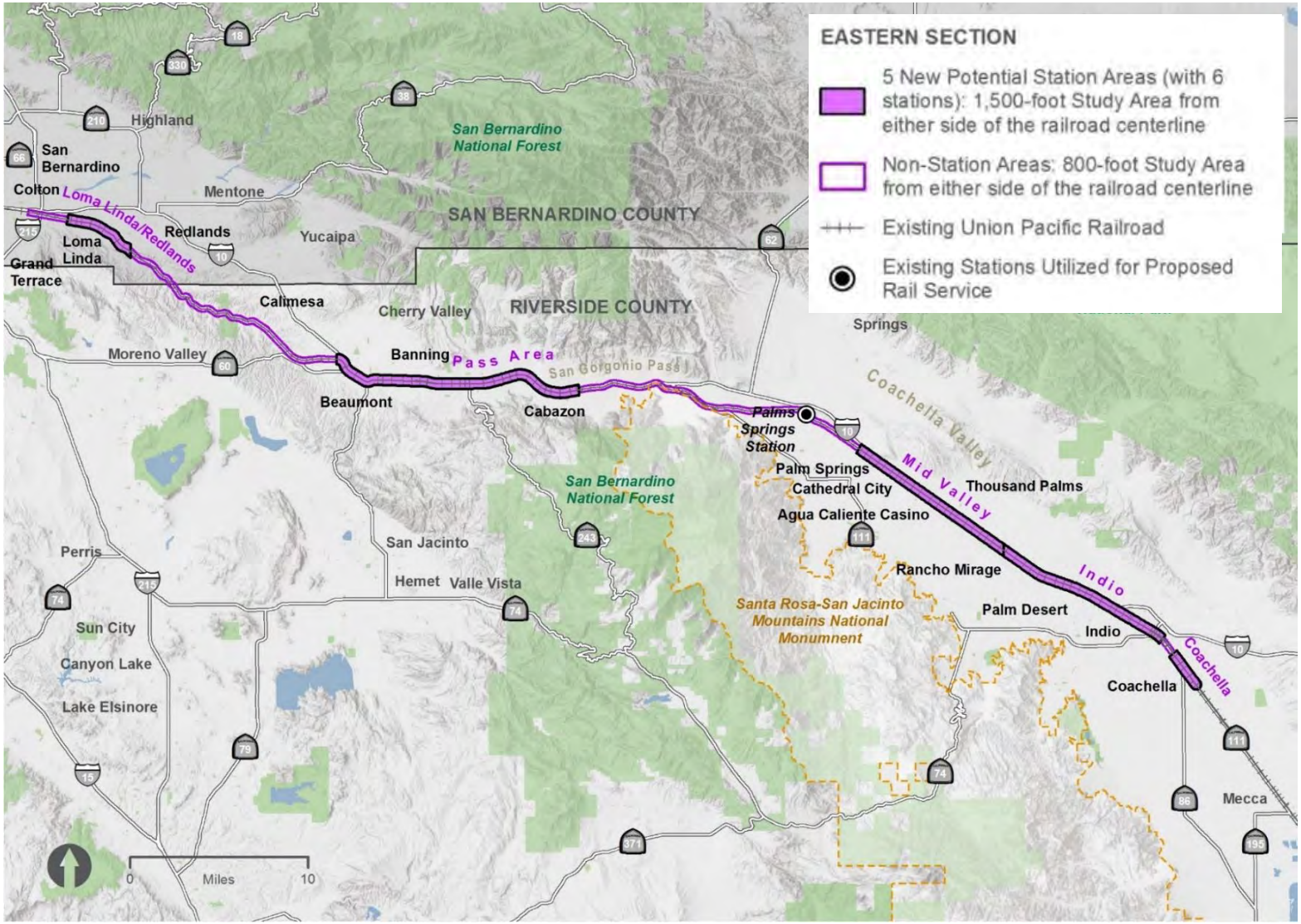
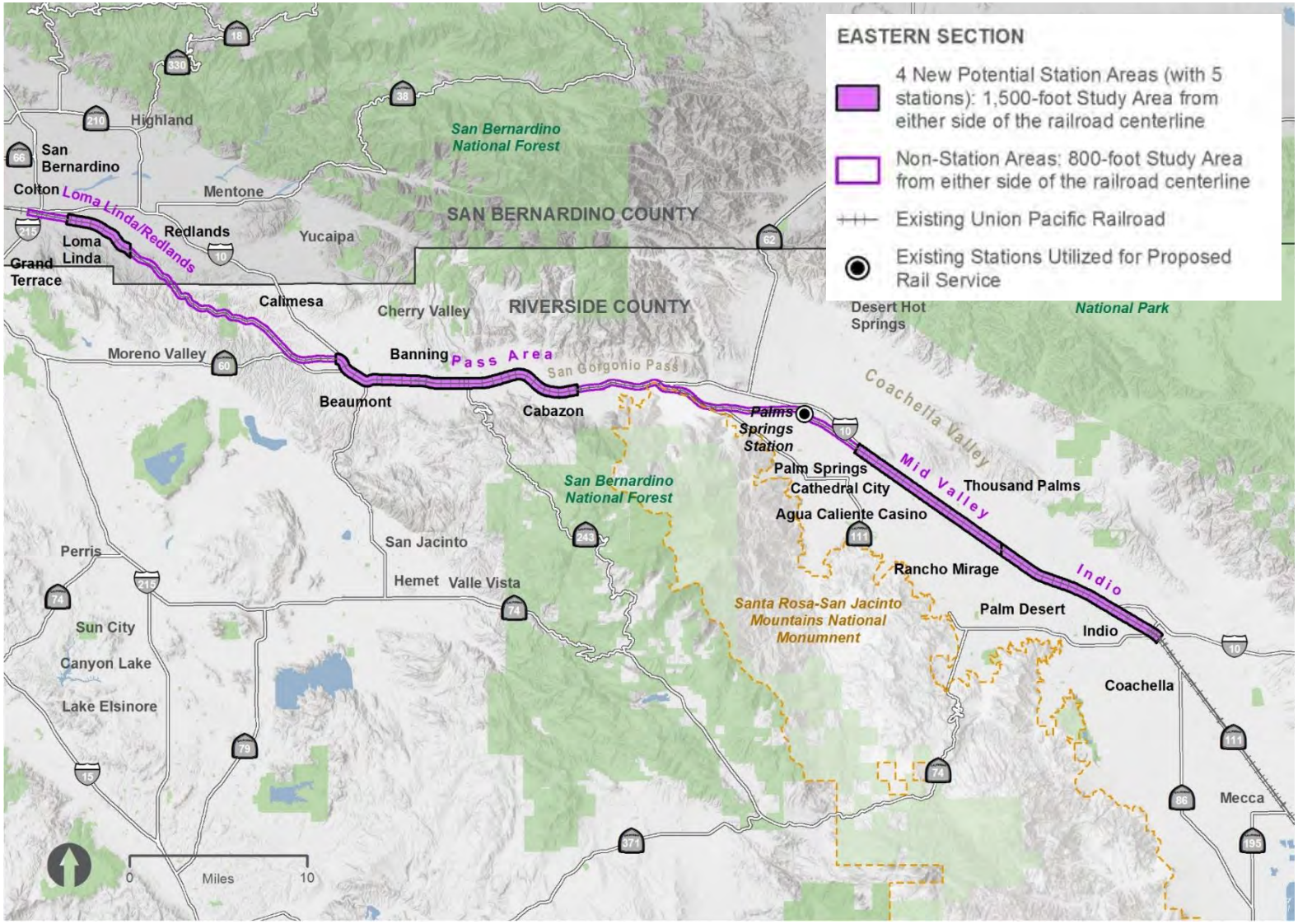
Western Section



Eastern Section: Coachella Terminus



Eastern Section: Indio Terminus



Document Availability and Opportunity to Comment

The Draft Tier 1/Program EIS/EIR was released on May 21, 2021 and will be available for public comment until July 6, 2021.

Digital copies of the full Draft Tier 1/Program EIS/EIR are available to review on the following web pages:

- RCTC website
  RCTC.org/cvrail
- FRA website
  https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan
- Regulations.gov
  https://www.regulations.gov/document/FRA-2021-0048-0002

Document Availability and Opportunity to Comment

Printed copies of the Draft Tier 1/Program EIS/EIR Executive Summary are available to review at the following locations:

- Los Angeles Union Station/Metro Library and Archive
- Fullerton Public Library
- Arlington Library
- Riverside County Transportation Commission Offices (by appointment only)
- Colton Public Library
- Loma Linda Branch Library
- A.K. Smiley Public Library
- Beaumont Library
- Banning Public Library
- Palm Springs Public Library
- Riverside County Indio Branch Library
- Riverside County Coachella Branch Library

Subject to library location hours and COVID-19 procedures

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

How To Submit Comments

Public Comment Period: May 21, 2021 to July 6, 2021

Please submit comments on the Draft Tier 1/Program EIS/EIR via the following methods:

During the Public Hearings: June 22 & 26, 2021

Via Online form: https://www.regulations.gov/document/FRA-2021-0048-0002

Via Mail*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Comments should include "Coachella Valley – San Gorgonio Pass Rail Corridor Service Project – Draft Tier 1/Program EIS/EIR Comments" in the subject line.

Comments that are mailed should be postmarked July 6, 2021 or earlier.

How To Submit Comments

Your comments on the *Coachella Valley-San Gorgonio Pass Rail Corridor Service Program Environmental Impact Statement/Environmental Impact Report* are welcome. Reviewers are encouraged to:

- explain the basis for their comments,
- submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts, and
- submit the name of a contact person who will be available for later consultation, if necessary.

Virtual Public Hearings*

Visit RCTC.org/cvrail to register for a hearing

Tuesday, June 22, 2021

6:00 PM – 8:00 PM

&

Saturday, June 26, 2021

9:00 AM – 11:00 AM

**Spanish interpretation and English closed captioning will be available on Zoom.*

English & Spanish recordings of the public hearings will be posted on the project website

COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan

Questions?



Stay Involved

Coachella Valley – San Gorgonio Pass Rail Corridor Study

Email: CVrail@rctc.org

RCTC Website: RCTC.org/cvrail

Facebook: facebook.com/CVRailProject

FRA Website: fra.dot.gov

COACHELLA VALLEY–SAN GORGONIO PASS
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Program Environmental Document and Service Development Plan

Appendix J

Public Hearing Materials

Public Hearing Attendance		
Hearing	**First Name**	**Last Name**
22-Jun-21	Alan	Bosch
22-Jun-21	Anthony	Tristan
22-Jun-21	Barbara	DoCouto
22-Jun-21	Brandee	Keith
22-Jun-21	Colm	Smith
22-Jun-21	Angela	Harbor
22-Jun-21	Crystal	Wang
22-Jun-21	Danielle	Squires
22-Jun-21	David	Knudsen
22-Jun-21	Dana	Reed
22-Jun-21	Edgar	Gutierrez
22-Jun-21	Eric	Reese
22-Jun-21	Peter	Green
22-Jun-21	Genoveva	Arellano
22-Jun-21	Deborah	Garbe
22-Jun-21	Genevieve	Judge
22-Jun-21	gary	levin
22-Jun-21	Jenny	Chan
22-Jun-21	Jeff	Burt
22-Jun-21	Jesse	Budlong
22-Jun-21	Jacqueline	Lopez
22-Jun-21	Joel	Lessard-Clouston
22-Jun-21	Lisa	Middleton
22-Jun-21	Matt	Van Hattem
22-Jun-21	Mauro	
22-Jun-21	Margo	Bell
22-Jun-21	Michael	Mencacco
22-Jun-21	Nicole	Johnson
22-Jun-21	Nr	
22-Jun-21	Oliver	
22-Jun-21	Pat	
22-Jun-21	Eric	Pina
22-Jun-21	Phillip	Kaplan
22-Jun-21	Richard	Allegra SSNO Alt
22-Jun-21	Rebecca	JOHNSON
22-Jun-21	Reed	Alvarado
22-Jun-21	Shobhit	Baadkar
22-Jun-21	Steve	Colman
22-Jun-21	Shelley	Kaplan
22-Jun-21	Steve	Smith
22-Jun-21	Dee	G
22-Jun-21	Tim	Papandreou
22-Jun-21	Todd	Besant
22-Jun-21	Arturo	

22-Jun-21	Brian	Yanity
22-Jun-21	Raul	Espinosa
26-Jun-21	Tom	Tokheim
26-Jun-21	Phil	Hoebeke
26-Jun-21	Elaine	Morgan
26-Jun-21	Frank	Navarro
26-Jun-21	Marven	Norman
26-Jun-21	Lorelle	Luna
26-Jun-21	Rick	Fox
26-Jun-21	Cristina	Camacho
26-Jun-21	Dan	Wentzel
26-Jun-21	Todd	Liebman
26-Jun-21	Nico	Payne
26-Jun-21	NT	
26-Jun-21	John	Harrell
26-Jun-21	Mariela	Loera
26-Jun-21	The	Asistencia
26-Jun-21	Ryan	Kuruppu
26-Jun-21	Brian	Yanity
26-Jun-21	Jacqueline	Lopez
26-Jun-21	srobertson	
26-Jun-21	Ian	Stewart

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

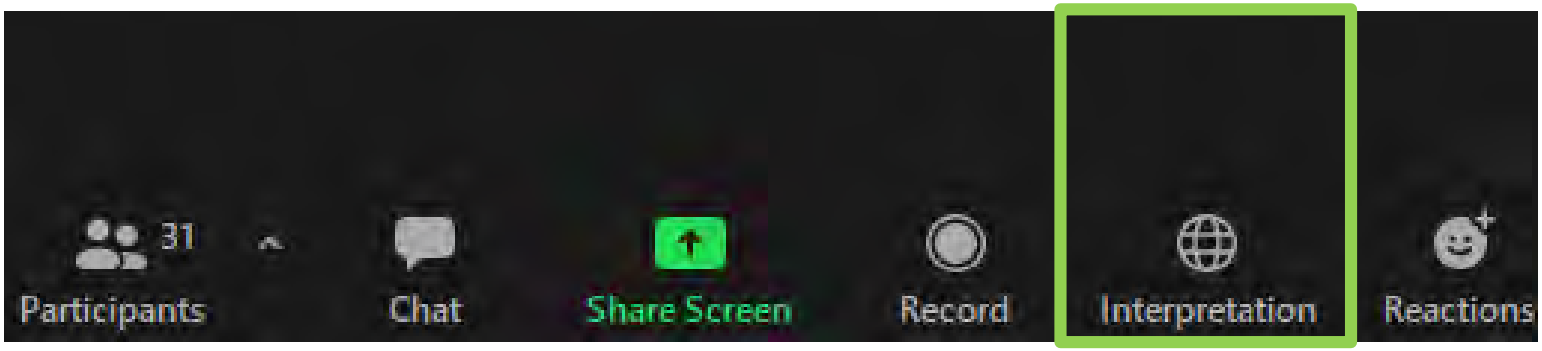
COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Coachella Valley-San Gorgonio Pass Rail Corridor Service

Public Hearing: June 22, 2021

Interpretation Assistance

Para oír la presentación en español, haga clic en el botón de traducción de Zoom en la parte inferior de la pantalla.



Introductions

- Amanda Ciampolillo – Federal Railroad Administration
- Sheldon Peterson – Riverside County Transportation Commission
- JD Douglas – HDR

Program Video

Presentation Agenda

- Overview
- Purpose and Need
- Program History
- Prior Planning Activities
- Alternatives Considered
- Document Availability and Opportunity to Comment
- Q&A
- Public Comment Period

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Overview

Today's focus is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Tier 1 Program Environmental Impact Statement/Environmental Impact Report and potential environmental impacts identified. This meeting will provide you the opportunity to comment on the draft environmental document.

While commenting, participants are encouraged to:

- Explain the basis for their comments,
- Submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts, and
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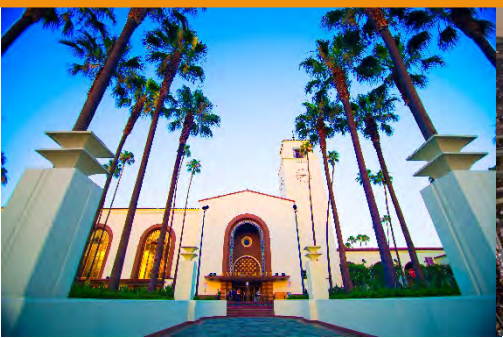
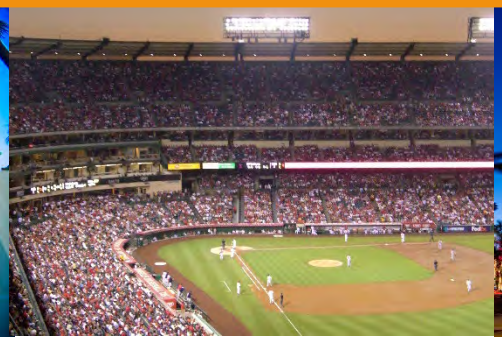

Program Overview – Study Area

Where is the Program Study Area?

Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley

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Purpose & Need

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Program Purpose – Service Objectives

What objectives would the service achieve?

- More convenient, faster, frequent service than existing transit
- An alternative to driving that offers reliable schedules
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- Serve expected growth within the program corridor
- Help conform to air quality regulations

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Why Amtrak Intercity Service and not Metrolink?

- Intercity service with over 3 hours travel time is preferred to have larger, reclining seats and access to the lounge car.
- Early Draft Schedules (limited stops)

LAUS to Indio	Trip 1	Trip 2
LAUS	10:20 AM	3:20 PM
Fullerton	10:55 AM	3:55 PM
Riverside	11:39 AM	4:39 PM
Palm Springs	12:59 PM	5:59 PM
Indio	1:23 PM	6:23 PM

Indio to LAUS	Trip 1	Trip 2
Indio	9:32 AM	3:32 PM
Palm Springs	9:59 AM	3:59 PM
Riverside	11:22 AM	5:22 PM
Fullerton	12:06 PM	6:06 PM
Los Angeles	12:40 PM	6:40 PM

- Congress has authorized Amtrak to operate on private railroads, with some track improvements. Metrolink does not have that authorization.
- Intercity service is funded by the state agencies not local funds.

Program History & Prior Planning Activities

1991	Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
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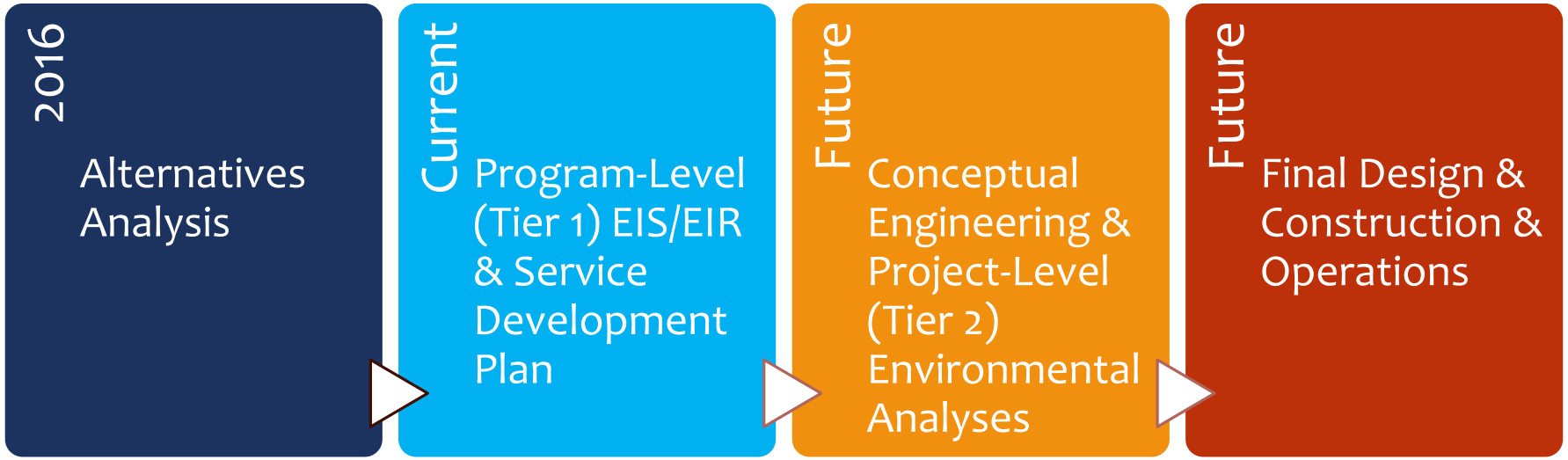
Project Process

Where are we in the process?



Project Process

What will be prepared?

- Service Development Plan (SDP)
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  - Provides basis for subsequent phases or tiered environmental documents (Tier 2 Project Level)

Project Process

- **Tier 1 Program-level** process will satisfy **both federal and state environmental requirements** (EIS + EIR)

  - ✓ Evaluates effects of implementing service (regional context)
  - ✓ Identifies broad areas of potential environmental effects associated with program construction and operation and the resources that could be potentially affected in the study area.
  - ✓ Procedural planning document only (i.e., not associated with any project construction)
- **Tier 2 Project-level** environmental process for infrastructure improvements to follow program-level EIS/EIR
  - ✓ Tier 2 would analyze site-specific impacts based on the infrastructure improvements identified in the SDP
  - ✓ Once approved, next steps (e.g., construction permitting, etc.) can commence

Project Process

The Program-Level (Tier 1) Draft EIS/EIR evaluates topics, including:

- ✓ Land Use and Planning
- ✓ Transportation
- ✓ Visual Quality and Aesthetics
- ✓ Air Quality and Greenhouse Gases
- ✓ Noise and Vibration
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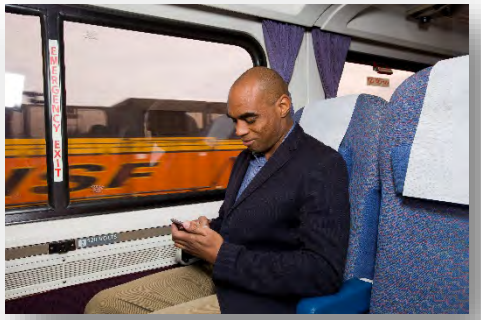

Project Process

Topics, continued:

- ✓ Hazards and Hazardous Materials
- ✓ Public Utilities and Energy
- ✓ Cultural Resources
- ✓ Parklands and Community Services
- ✓ Safety and Security
- ✓ Socioeconomics and Communities Affected
- ✓ Cumulative Effects
- ✓ Environmental Justice Effects
- ✓ Section 4(f)/6(f) Resources

Alternatives Considered

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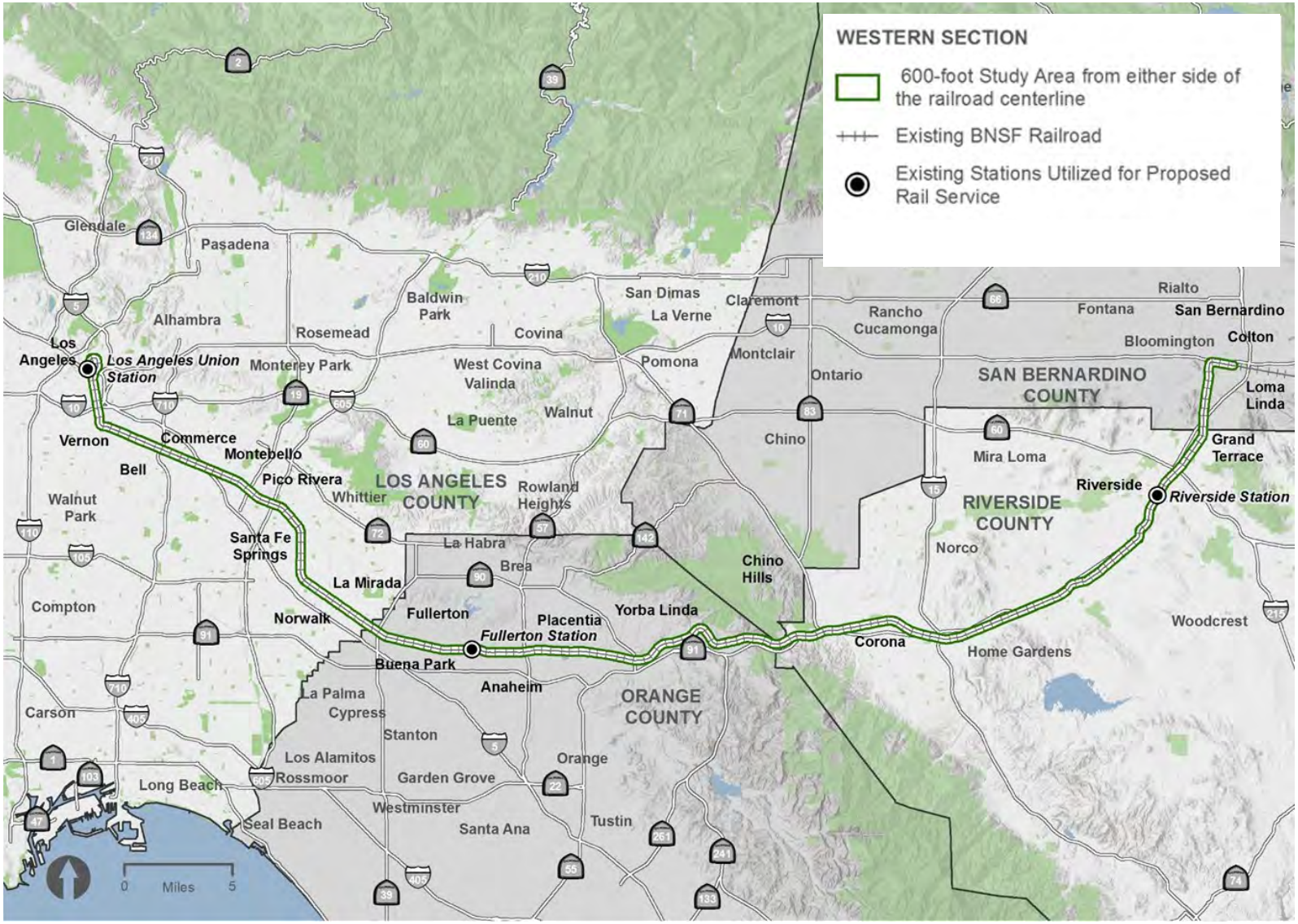
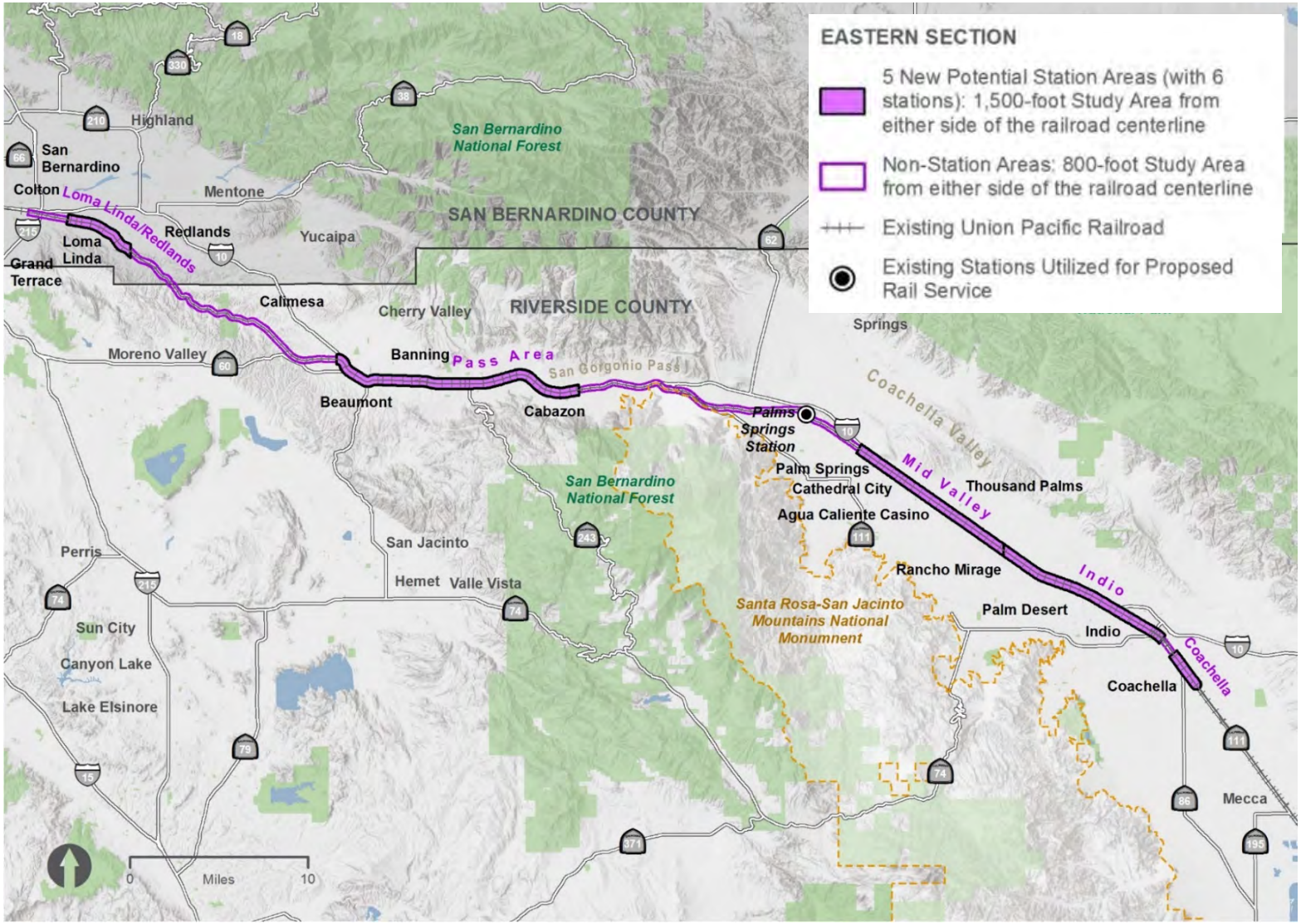
Option #1	Two round trips	Coachella	6	Colton to Coachella
Option #2	Two round trips	Indio	5	Colton to Indio
Option #3	Two round trips	Indio	5	Colton to approx. Mid Valley

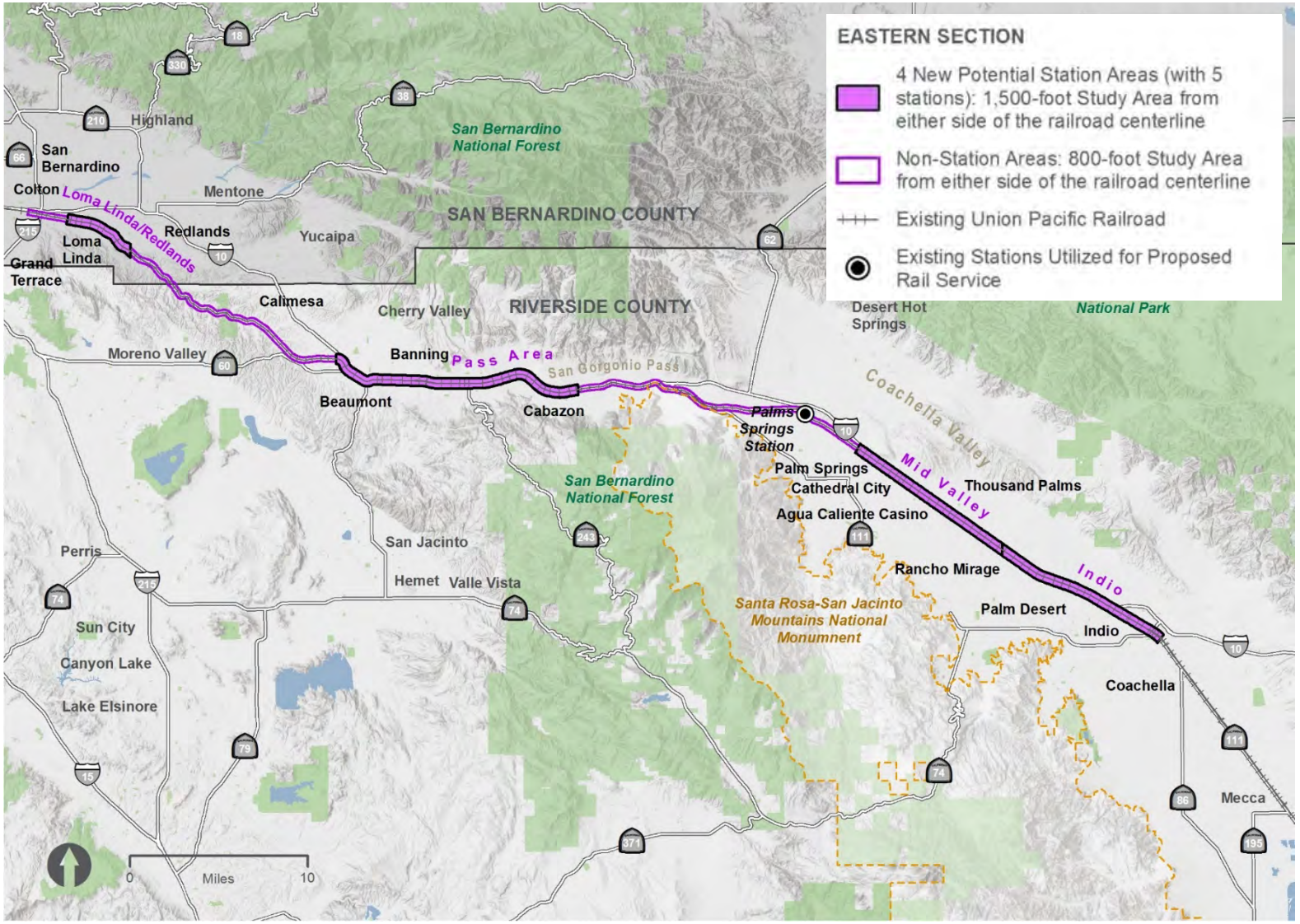
Western Section



Eastern Section: Coachella Terminus



Eastern Section: Indio Terminus



Document Availability and Opportunity to Comment

The Draft Tier 1/Program EIS/EIR was released on May 21, 2021 and will be available for public comment until July 6, 2021.

Digital copies of the full Draft Tier 1/Program EIS/EIR are available to review on the following web pages:

- RCTC website
  RCTC.org/cvrail
- FRA website https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan
- Regulations.gov
  https://www.regulations.gov/document/FRA-2021-0048-0002

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RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Document Availability and Opportunity to Comment

Printed copies of the Draft Tier 1/Program EIS/EIR Executive Summary are available for review at:

- Los Angeles Union Station/Metro Library and Archive
- Fullerton Public Library
- Arlington Library
- Riverside County Transportation Commission Offices (by appointment only)
- Colton Public Library
- Loma Linda Branch Library
- A.K. Smiley Public Library
- Beaumont Library
- Banning Public Library
- Palm Springs Public Library
- Riverside County Indio Branch Library
- Riverside County Coachella Branch Library

Subject to library location hours and COVID-19 procedures

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How To Submit Comments

Public Comment Period: May 21, 2021 to July 6, 2021

Please submit comments on the Draft Tier 1/Program EIS/EIR via the following methods:

During the Public Hearings: **TODAY** & June 26, 2021

Via Online form: https://www.regulations.gov/docket/FRA-2021-0048-0002

Via Mail*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Comments that are mailed in should be postmarked July 6, 2021 or earlier.

Next Virtual Public Hearing

Saturday, June 26, 2021

9:00 AM

Register at: https://bit.ly/2Saioel
Meeting ID: 991 1521 8303

**Spanish interpretation and English closed captioning will be available on Zoom*

English & Spanish recordings of the public hearings will be posted on the project website

COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
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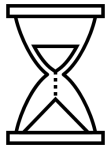
and Service Development Plan

Questions?

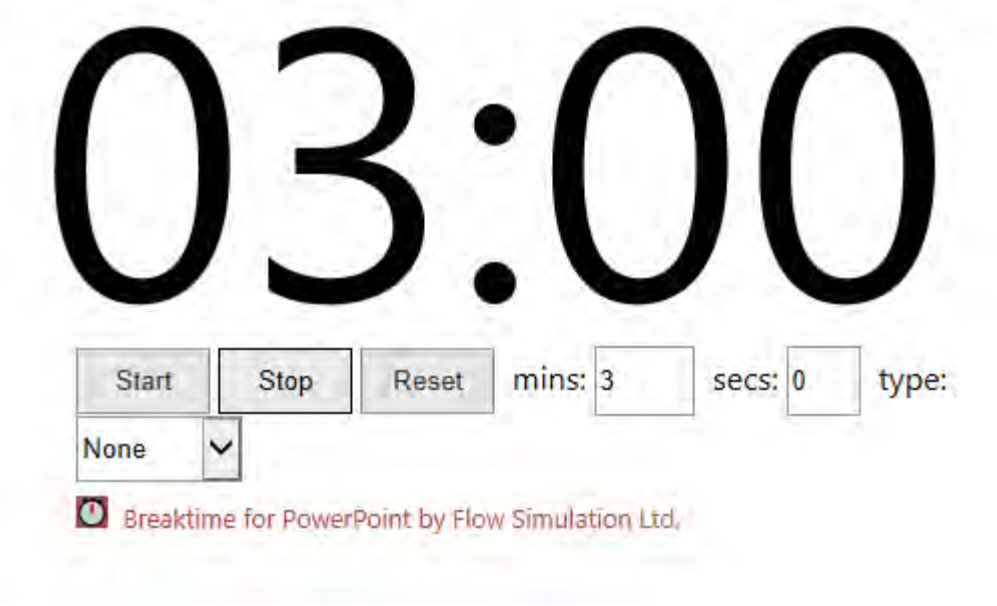
**This portion of the agenda is for clarifying questions only.*
Please save your official comments for the next agenda item.



Comments Today

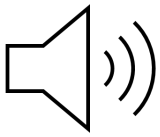


3 minutes per speaker



To request to speak:

- Zoom app users: Raise hand feature
- Call-in users: Dial *9 to raise your hand



When it is your turn to speak:

- Zoom app users: You will be unmuted
- Call-in users: Dial *6 to unmute your mic when you hear your number announced

Stay Involved

Coachella Valley – San Gorgonio Pass Rail Corridor Study

Email: CVrail@rctc.org

RCTC Website: RCTC.org/cvrail

Facebook: facebook.com/CVRailProject

FRA Website:
https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan

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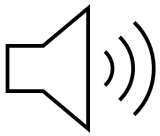
We're Here to Take Your Comment!

To request to speak:

- Zoom app users: Raise hand feature
- Call-in users: Dial *9 to raise your hand



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RIVERSIDE COUNTY TRANSPORTATION COMMISSION

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

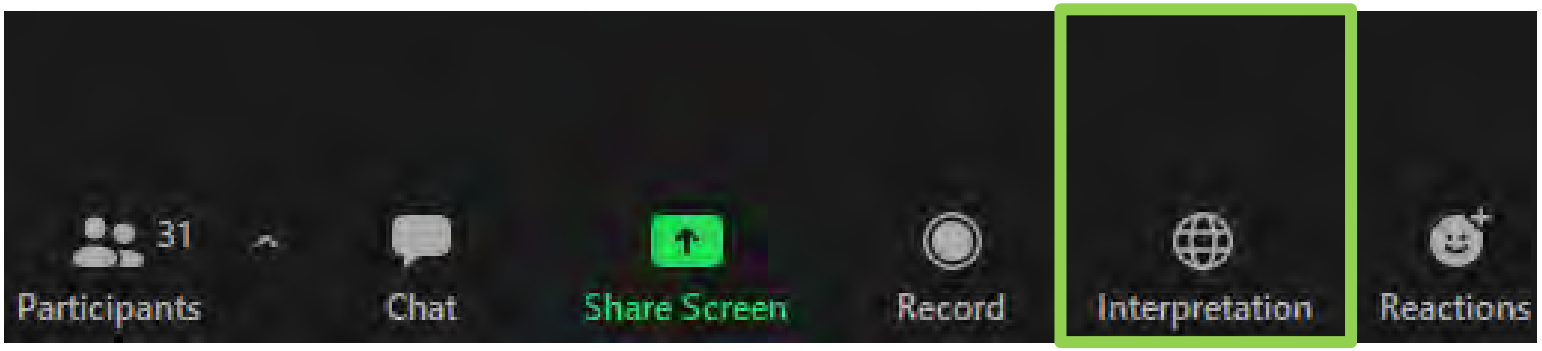
Servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Audiencia pública

22 de junio de 2021

Asistencia la interpretación

Para oír la presentación en español, haga clic en el botón de traducción de Zoom en la parte inferior de la pantalla



Presentaciones

- Amanda Ciampolillo – Federal Railroad Administration
- Sheldon Peterson – Riverside County Transportation Commission
- JD Douglas – HDR

Video del programa

Orden del día de la presentación

- Resumen
- Propósito y necesidad
- Historial del programa
- Actividades de planificación previa
- Alternativas consideradas
- Disponibilidad de los documentos y oportunidad de hacer comentarios
- Preguntas y respuestas
- Periodo de comentarios públicos

Resumen

Hoy nos centramos en la Declaración de impacto ambiental/Informe de impacto ambiental del programa de nivel 1 del Servicio de corredor ferroviario del Valle de Coachella-Paso de San Gorgonio y los posibles impactos ambientales detectados. Esta reunión le ofrecerá la oportunidad de comentar el proyecto de documento medioambiental.

Durante los comentarios, se anima a los participantes a:

- explicar el fundamento de sus comentarios;
- presentar datos o referencias que ofrezcan hechos, supuestos razonables basados en hechos o dictámenes respaldados por hechos; y
- indicar el nombre de una persona de contacto que estará disponible para consultas posteriores, si es necesario.

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Resumen

¿Qué es el proyecto de Servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio?

- La Federal Railroad Administration, el California Department of Transportation y la Riverside County Transportation Commission están estudiando construir un corredor de servicios ferroviarios para pasajeros de 144 millas entre Los Ángeles y el Valle de Coachella.
- El servicio se extendería desde Los Angeles Union Station hasta Indio o Coachella




Descripción general del programa – Zona de estudio

¿Dónde está la zona de estudio del programa?

Servicio ferroviario para pasajeros

Dos viajes de ida y vuelta al día entre Los Ángeles y el Valle de Coachella

Hasta seis posibles estaciones al este de Colton

Propósito y necesidad

Propósito: Ofrecer un servicio de trenes de pasajeros interurbanos seguro, fiable y cómodo con capacidad para satisfacer las futuras necesidades de movilidad de residentes, empresas y visitantes

Necesidad:

- Población regional y crecimiento del empleo
- Opciones de desplazamiento limitadas
- Prestar servicio a las comunidades desfavorecidas
- Ayudar a cumplir las normas relativas a la calidad del aire

Propósito del programa – Objetivos del servicio

¿Qué objetivos alcanzaría el servicio?

- Servicio más cómodo, más rápido y más frecuente que el transporte público existente
- Una alternativa al coche que ofrece horarios fiables
- Un servicio de transporte asequible
- Mejorar las opciones de desplazamiento regionales para las personas que dependen del transporte público
- Atender el crecimiento esperado dentro del corredor del programa
- Ayudar a cumplir las normas relativas a la calidad del aire

¿Por qué Amtrak Intercity Service y no Metrolink?

- Para un servicio interurbano de más de 3 horas de viaje se prefieren asientos reclinables más grandes y acceso a vagón lounge.
- Primeros borradores de horarios (paradas limitadas)

Itinerario a Indio	Itinerario 1	Itinerario 2
LAUS	10:20 a.m.	3:20 p.m.
Fullerton	10:55 a.m.	3:55 p.m.
Riverside	11:39 a.m.	4:39 p.m.
Palm Springs	12:59 a.m.	5:59 p.m.
Indio	1:23 a.m.	6:23 p.m.

Indio a LAUS	Itinerario 1	Itinerario 2
Indio	9:32 a.m.	3:32 p.m.
Palm Springs	9:59 a.m.	3:59 p.m.
Riverside	11:22 a.m.	5:22 p.m.
Fullerton	12:06 p.m.	6:06 p.m.
Los Angeles	12:40 p.m.	6:40 p.m.

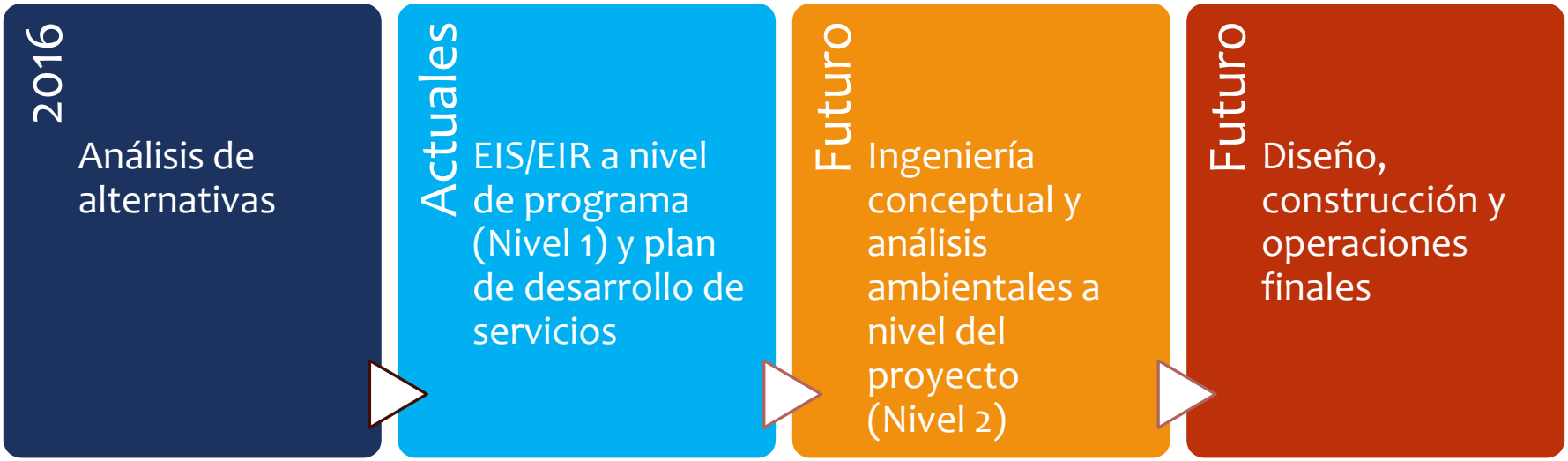
- El Congreso ha autorizado a Amtrak a operar en ferrocarriles privados, con algunas mejoras en las vías. Metrolink no tiene esa autorización.
- El servicio interurbano está financiado por agencias estatales, no por fondos locales.

Historial del programa y actividades de planificación previas

1991	Primeros estudios de viabilidad: Se evaluaron uno o dos trayectos diarios de ida y vuelta en tren de larga distancia entre Los Ángeles e Indio
2010-2013	Estudios de viabilidad adicionales
2013-2016	Evaluación del mercado/análisis de alternativas: Se estudiaron cinco alternativas para determinar el trazado preferido
Julio de 2016	Análisis de las alternativas finalizadas/Avances de rutas preferidas para estudios ambientales
Otoño 2016 – Verano 2021	EIS/EIR del Programa / Nivel 1: Se celebraron reuniones públicas de determinación del alcance y se llevaron a cabo estudios para la revisión pública del borrador de EIS/EIR.

Proceso del proyecto

¿En qué punto del proceso nos encontramos?



Proceso del proyecto

¿Qué documentos se elaborarán?

- Plan de desarrollo de servicios (SDP)
  - Análisis de niveles de servicio, necesidades de infraestructura, modelado de rutas, áreas de captación de estaciones y conectividad
- EIS/EIR a nivel de programa (Nivel 1)
  - Ley de Política Ambiental Nacional (NEPA)/Proceso de la Ley de Calidad Ambiental de California (CEQA)
  - Aborda los efectos ambientales probables asociados al tipo de servicio ferroviario propuesto en el corredor
  - Proporciona la base para fases posteriores o documentos ambientales escalonados (a nivel de proyecto, Nivel 2)

Proceso del proyecto

- El proceso a **nivel de programa (Nivel 1)** satisfará **requisitos ambientales federales y estatales** (EIS + EIR)

ESTAMOS AQUÍ

  - ✓ Evalúa los efectos del servicio de ejecución (contexto regional)
  - ✓ Identifica áreas generales de posibles efectos ambientales asociados con la construcción y la explotación del programa y los recursos que podrían verse afectados en la zona de estudio.
  - ✓ Solo documento de planificación de procedimientos (es decir, no asociado a la construcción de ningún proyecto)
- Proceso ambiental a **nivel de proyecto (Nivel 2)** para mejoras de infraestructura a fin de cumplir la EIS/el EIR a nivel del programa

  - ✓ El Nivel 2 analizaría impactos específicos del sitio en función de las mejoras de infraestructura identificadas en el SDP
  - ✓ Una vez aprobados, pueden comenzar los siguientes pasos (p. ej., permiso de construcción, etc.)

Proceso del proyecto

El borrador de EIS/EIR a nivel del programa (Nivel 1) evalúa temas, entre ellos:

- ✓ Uso de la tierra y planificación
- ✓ Transporte
- ✓ Calidad visual y estética
- ✓ Calidad del aire y gases de efecto invernadero
- ✓ Ruido y vibración
- ✓ Aguas jurisdiccionales de aguas y recursos de los humedales
- ✓ Recursos biológicos
- ✓ Llanuras aluviales, hidrología y calidad del agua
- ✓ Geología, suelos, sismicidad y recursos paleontológicos

Proceso del proyecto

Temas (continuación):

- ✓ Peligros y materiales peligrosos
- ✓ Servicios públicos y energía
- ✓ Recursos culturales
- ✓ Parques y servicios comunitarios
- ✓ Seguridad y protección
- ✓ Socioeconomía y comunidades afectadas
- ✓ Efectos acumulativos
- ✓ Efectos de la justicia ambiental
- ✓ Recursos de la sección 4(f) y la sección 6(f)

Alternativas consideradas

El borrador de EIS/EIR a nivel de programa (Nivel 1) incluye el análisis de:

	Viajes diarios en tren	Terminal oriental	N.° de estaciones al este de Colton	New Third Track in Eastern Section
No construir	Ninguna	N/A	0	N/A
Opción #1	Dos viajes de ida y vuelta	Coachella	6	De Colton a Coachella
Opción #2	Dos viajes de ida y vuelta	Indio	5	De Colton a Indio
Opción #3	Dos viajes de ida y vuelta	Indio	5	De Colton a aprox. Mid Valley

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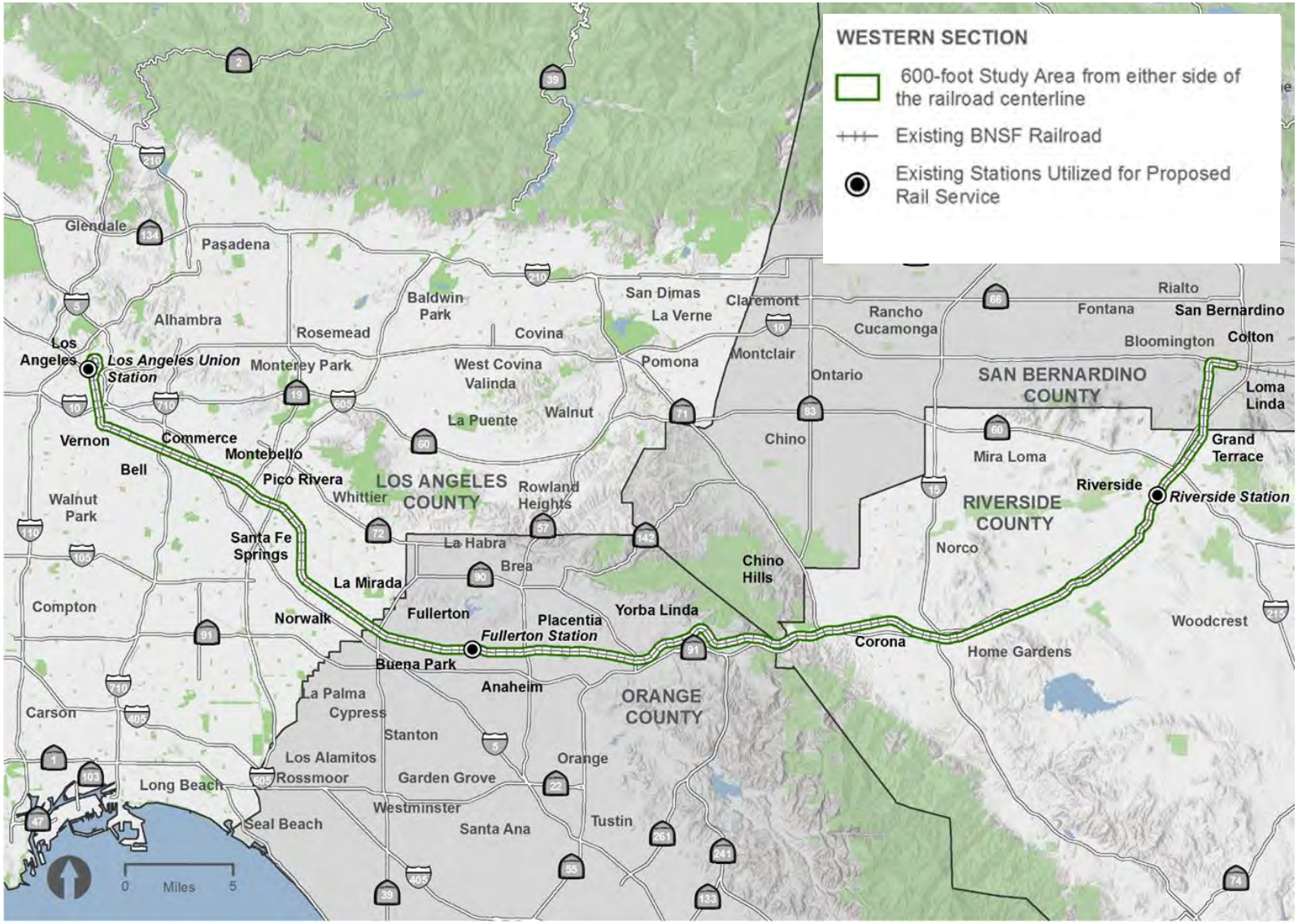
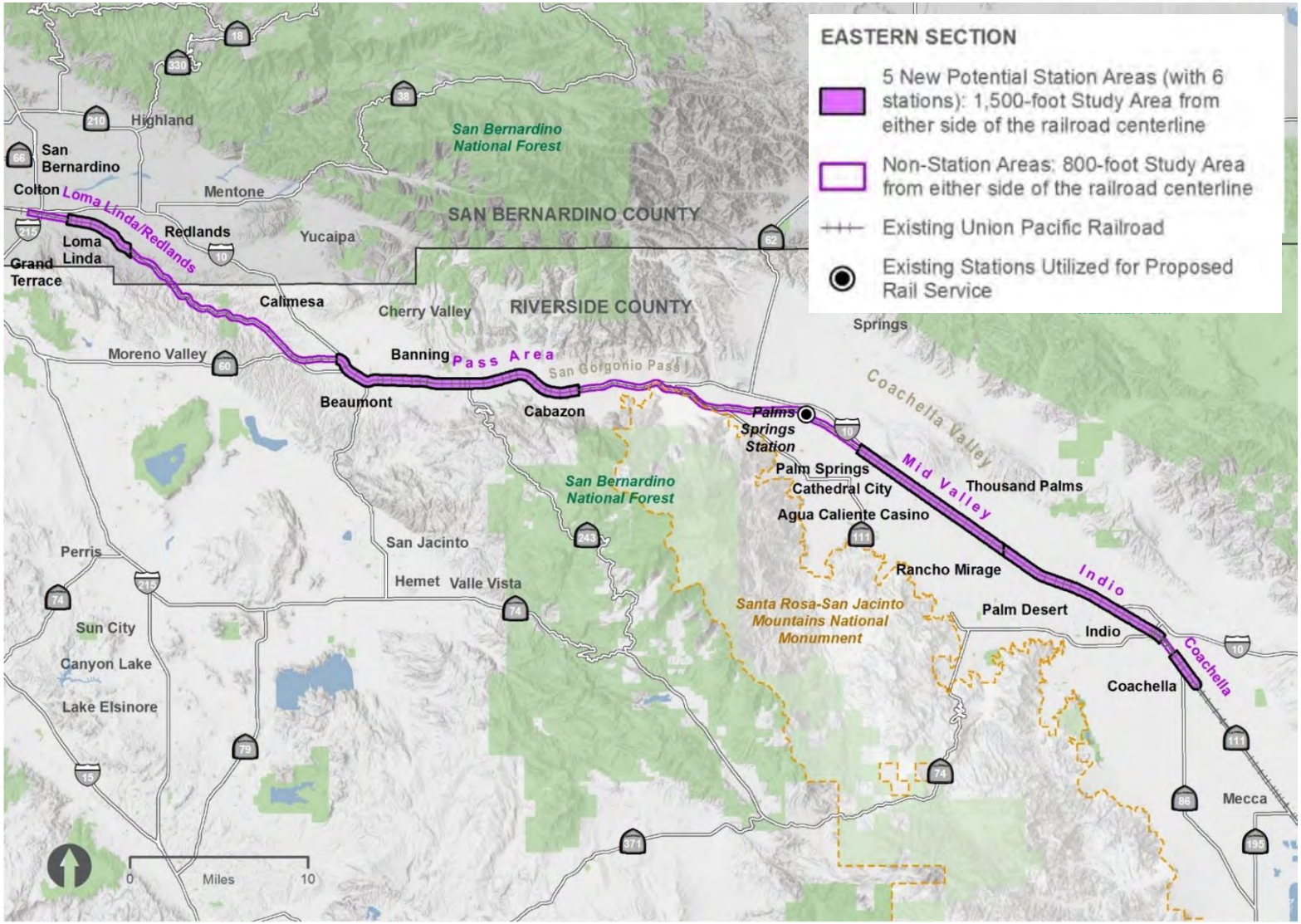
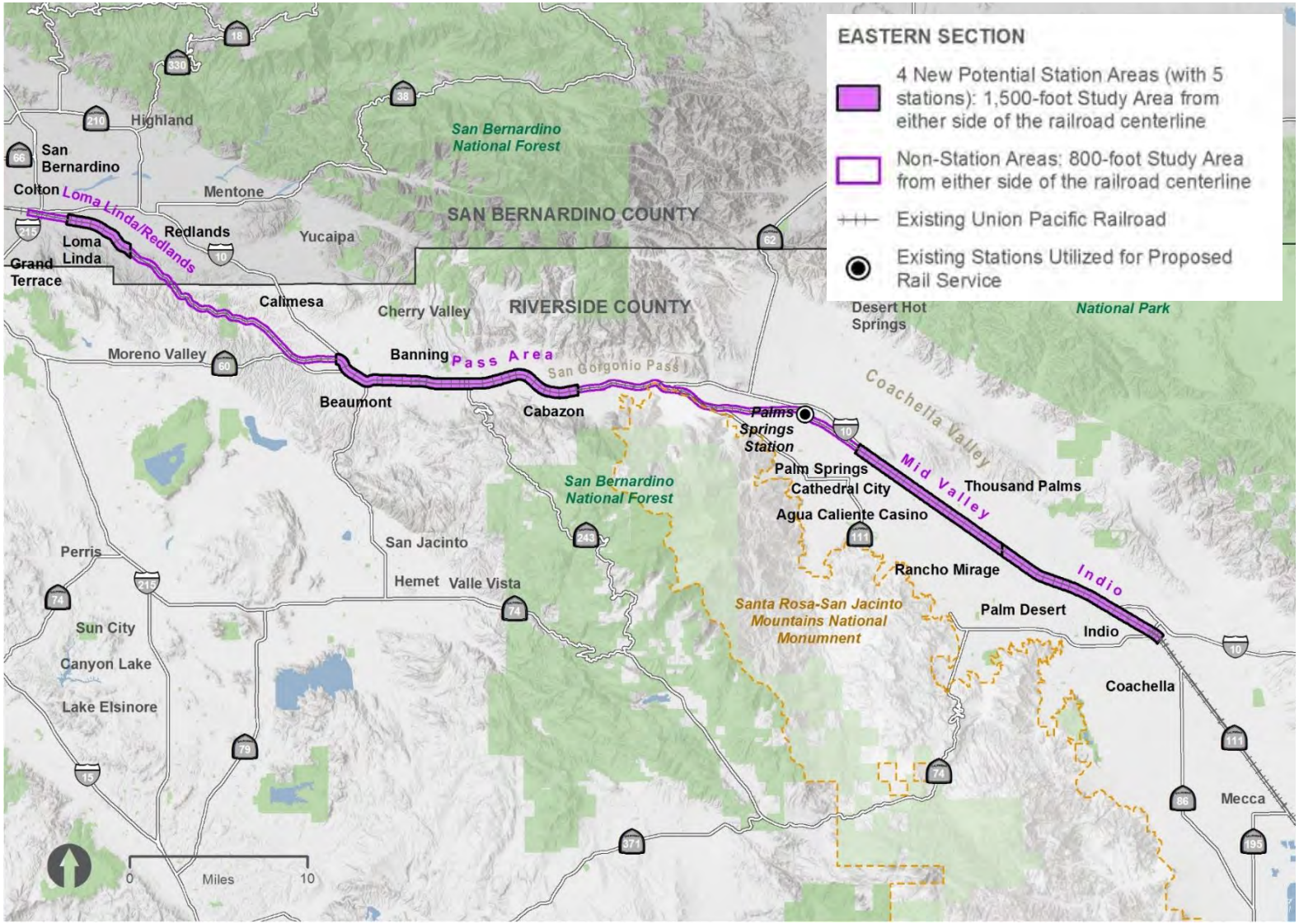
Sección occidental



Sección oriental: Terminal de Coachella



Sección oriental: Terminal de Indio



Disponibilidad de los documentos y oportunidad de hacer comentarios

El borrador de EIS/EIR de programa/Nivel 1 se publicó el 21 de mayo de 2021 y estará disponible para comentarios públicos hasta el 6 de julio de 2021.

En las siguientes páginas web se ofrecen copias digitales del borrador completo de EIS/EIR de programa/Nivel 1 para su revisión:

- Sitio web de RCTC
  RCTC.org/cvrail
- Sitio web de FRA
  https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan
- Regulations.gov
  https://www.regulations.gov/document/FRA-2021-0048-0002

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Disponibilidad de los documentos y oportunidad de hacer comentarios

Se ofrecen copias impresas del borrador del Resumen ejecutivo de EIS/EIR de programa / Nivel 1:

- Los Angeles Union Station/Metro Library and Archive
- Biblioteca pública de Fullerton
- Biblioteca de Arlington
- Oficinas de la Riverside County Transportation Commission (solo con cita previa)
- Biblioteca pública de Colton
- Loma Linda Branch Library
- A.K. Biblioteca pública de Smiley
- Biblioteca de Beaumont
- Biblioteca pública de Banning
- Biblioteca pública de Palm Springs
- Riverside County Indio Branch Library
- Riverside County Coachella Branch Library

Sujeto al horario de la biblioteca y a los procedimientos relacionados con la COVID-19

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Program Environmental Document and Service Development Plan

Cómo enviar comentarios

Periodo de comentarios públicos: del 21 de mayo de 2021 al 6 de julio de 2021

Envíe comentarios sobre el borrador de EIS/EIR de programa/Nivel 1 por las siguientes vías:

Durante las audiencias públicas: **HOY** y el 26 de junio de 2021

Mediante el formulario en línea: https://www.regulations.gov/docket/FRA-2021-0048-0002

Por correo postal*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Los comentarios enviados por correo postal deben tener fecha de franqueo del 6 de julio de 2021 o antes.

Próxima audiencia pública virtual

Sábado 26 de junio de 2021

9:00 p.m.

Regístrese en: https://bit.ly/2Saioel
ID de la reunión: 991 1521 8303

**La interpretación en español y los subtítulos en inglés estarán disponibles en Zoom*

Las grabaciones en inglés y español de las audiencias públicas se publicarán en el sitio web del proyecto.

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SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
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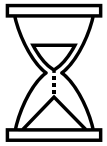
¿Preguntas?

**Esta parte del programa es solo para aclarar preguntas.*
Guarde sus comentarios oficiales para el siguiente punto del orden del día.



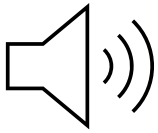
Comentarios de hoy



3 minutos por orador

Para solicitar la palabra:

- Usuarios de Zoom: Función de levantar la mano
- Usuarios de teléfono: Marque *9 para levantar la mano



Cuando llegue su turno de palabra:

- Usuarios de Zoom: Será desmuteado
- Usuarios de teléfono: Marque *6 para desactivar el micrófono cuando escuche anunciar su número

¡Estamos aquí para recoger su comentario!

Para solicitar la palabra:

- Usuarios de Zoom: Función de levantar la mano
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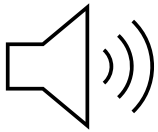

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- Usuarios de teléfono: Marque *6 para desactivar el micrófono cuando escuche anunciar su número

Participe

Estudio del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Correo electrónico: CVrail@rctc.org

Sitio web de RCTC: RCTC.org/cvrail

Facebook: facebook.com/CVRailProject

Sitio web de FRA:

https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan

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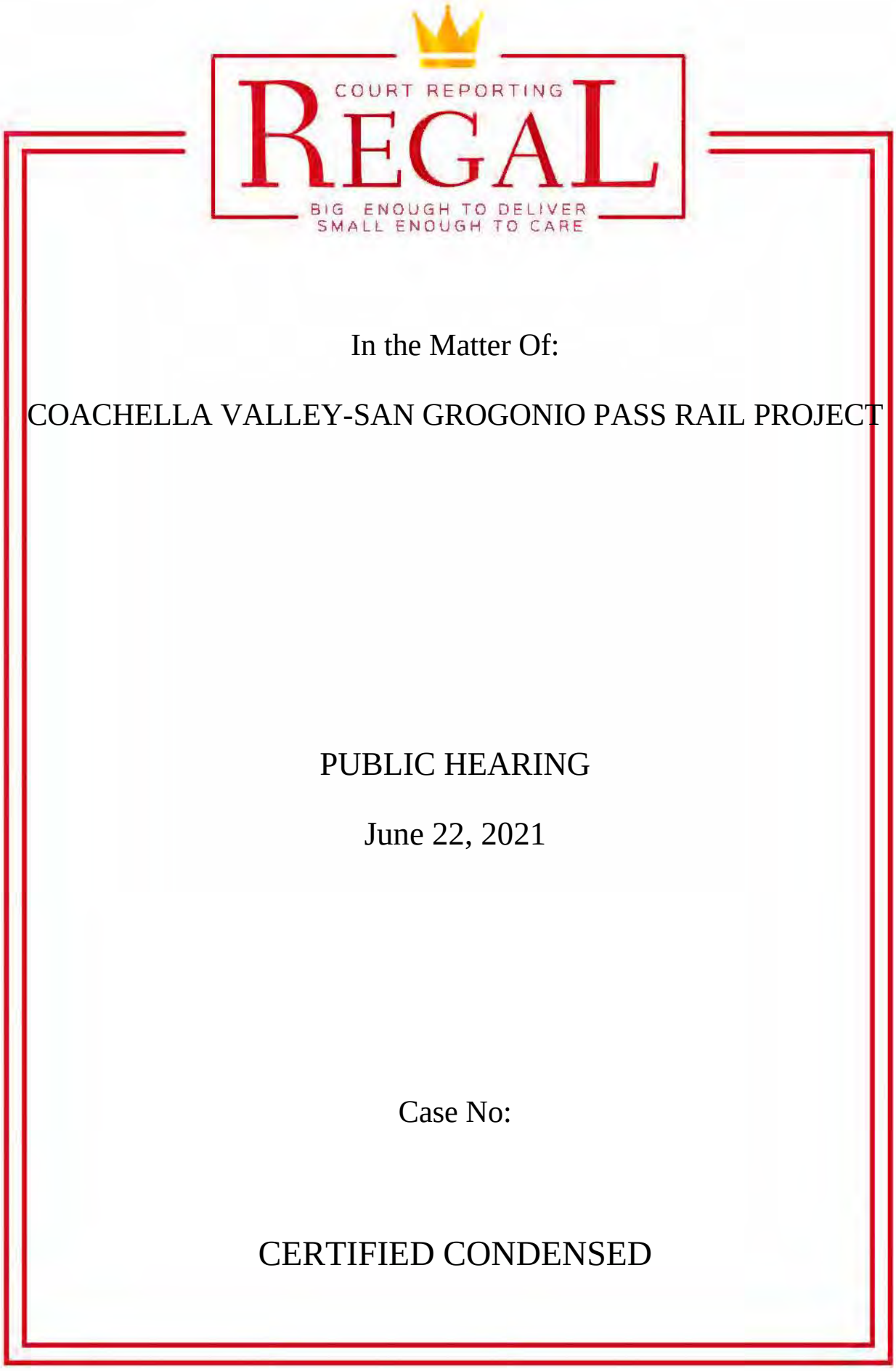


In the Matter Of:

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT

PUBLIC HEARING

June 22, 2021

Case No:

CERTIFIED CONDENSED

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIR/EIS PUBLIC HEARING #1
JUNE 22, 2021 6:00 P.M. - 8:00 P.M.

Reported by:
Chelsea Giuliany.
CSR No. 13842

CERTIFIED CONDENSED

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT.
DRAFT EIR/EIS PUBLIC HEARING #1
JUNE 22, 2021 6:00 P.M. - 8:00 P.M.

APPEARANCES:
STEPHANIE ESPINOZA, MODERATOR
SHELDON PETERSON, RCTC
JD DOUGLAS, HDR
AMANDA CIAMPOLILLO, FRA

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIR/EIS PUBLIC HEARING #1
JUNE 22, 2021 6:00 P.M. - 8:00 P.M.

MR. PETERSON: Looks like we are doing good, and we've got a number of people. As we get started, we will get started we will start off with housekeeping, and then go on with introductions.

MS. ESPINOZA: Good evening, everyone. Tonight we have Diana Orozco our Spanish interpreter. If you need interpretation, you can click on the globe icon at the bottom of your screen in the zoom panels and click for the Spanish line.

MS. CIAMPOLILLO: Hi. Good evening, everybody. My name is Amanda Ciampolillo, and I am an Environmental Protection Specialist for the Federal Railroad Administration. The first thing I want to say is thank you all for joining us today.

This public hearing today is kind of a combination of a lot of work from a lot of folks that are both on the meeting tonight and also that are just kind of supporting us from the background. This project is really exciting for us. We are really looking forward to soliciting public comment. We are here to listen to what you have to say tonight.

We have been working on this project for a long time.

You'll kind of get that as we walk through the project, but we think we are at a really great point, and we are interested in what everybody has to say tonight. So, again, just thank you for your time and attention. I will turn it over to Sheldon.

MR. PETERSON: Good evening. My name is Sheldon Peterson. I am the Rail Manager for the Riverside County Transportation Commission. With the leadership of our Coachella Valley elected officials, RCTC has been actively pursuing this new intercity rail corridor from Los Angeles to Coachella Valley since at least 2013. We see this project as transformational by providing a new opportunity for mobility in our region. It would both benefit disadvantaged communities and promote economic development, provide another connection where we see is definitely needed. First off, I want to thank FRA and Caltrans and consulting team at HDR for getting us to this milestone with the release of the public administrative draft.

It has been years of work. We worked really hard to get to this point, so we're happy to share that with you. We will start off by having a brief video flyover of the project and route, and then our project manager, JD Douglas, will provide an overview and kind of get into some of the details as we get ready to listen to your public comments and get your feedback at this early stage. Once again, thank you for participating.

(Whereupon, a video presentation was played.)
MR. PETERSON: Hello, before I wanted to hand it off to JD, let me just welcome a couple of project champions that have joined us today, both Dana Reed from Indian Wells and Lisa Middleton from Palm Springs have been very active in supporting this project. We thank your efforts all the way through and anyone else who has joined us who has been supporting the project. With that, I will hand it to JD Douglas. Thank you.
MR. DOUGLAS: Thank you, Sheldon, and good evening, everyone. I am JD Douglas from HDR. I am the Consultant Team Project Manager, and I will be walking you through our presentation tonight leading up to the public comment period. So the slide that is up now will give you an overview of the project to start out. I will go over the project purpose and need, which is the important fundamental foundation statement for the project. We will talk a little bit about the history and prior activities in planning this project, and then we will get into specifics about the environmental document itself, talk about the alternatives that are being evaluated in this document, and then how you can review the documents and provide and your comments in addition to the opportunity to comment tonight.
We will have a -- at the end of the presentation, a question-and-answer period. That is not part of the public

comment period, but to provide an opportunity for attendees to ask clarifying questions about the projects to help their understanding of the project and enable them to make comments, and then we will have the public comment period after the Q&A period.
So let's dive into the presentation and first an overview of what this session tonight is all about. Our focus is the Coachella Valley-San Grogonio Pass Rail Corridor Service Tier 1 Program Environmental Impact Statement Environmental Impact Report. That is a mouth full for sure. That document has evaluated this potential rail program and the environmental impacts of it. Our meeting tonight will provide you with the opportunity to comment on the draft environmental document.
We will provide more specific directions later when we get to the comment period, but we would like you to keep in mind when you are making your comments, please explain the basis for your comments, provide data or references that provide facts and reasonable assumptions based on facts or expert opinion supported by the facts. Also, please submit the name of a contact person who will be available for later consultation, if necessary. Next slide, please.
So what is the Coachella Valley-San Grogonio Pass Rail Corridor Service Program? As Sheldon mentioned in his introduction, the Federal Railroad Administration, Caltrans,

and the Riverside County Transportation Commission have been collaborated to study a potential new passenger rail service that would extend from Los Angeles Union Station to the Coachella Valley with its eastern terminus in either the city of Indio or Coachella. Next Slide.
The study area is shown on the map on screen with LA Union Station on the west, Coachella Valley on the far east, and you will see the orange dots for existing stations that will be utilized, and then the orange band areas are communities where potential new stations might be added to serve the service.
The service would include two round trips per day between Los Angeles and the Coachella Valley and up to six potential stations in the eastern half of the corridor, including existing Palm Springs station and up to potentially five new stations.
I mentioned the purpose in need as the foundational statement of what the project is endeavoring to accomplish, so the need is driven by the fact that the region's population and employment continue to grow. There are very limited constrained travel options other than driving a car between the LA area and the Coachella Valley. This kind of service would also help serve the needs of disadvantaged communities and help to achieve air quality goals for the region. The purpose and the objectives of the project are to provide more

convenient, faster and more frequent service than the existing transit service to provide an alternative to driving that has reliable schedules to provide an affordable transportation service to improve the regional options for transit-dependent people making longer distance trips through the region and to serve the expected growth of population and employment within the corridor and help to contribute to air quality goals.
So a question we often get asked is, why are you talking about Amtrak intercity service and not Metrolink commuter rail type of service? There are a few reasons for this. First of all, Amtrak intercity type of service, with this long of a trip time, it is preferred to have the more comfortable accommodations that the Amtrak service can provide as compared to commuter rail service. The initial schedules that we have been studying for the service include two round trips per day, and as the charts there show, the initial thinking is that there would be one trip in the morning and one trip in the afternoon in each direction. A third reason that we are talking about Amtrak type of service is that congress has authorized Amtrak to operate on private railroads as long as track improvements are made so that the passenger rail service can operate together with the freight rail service that is on those railroads. Metrolink does not have that type of federal legislative authorization.
And lastly, intercity service is funded by state

agencies. This type of service would be similar, for example, to the Pacific Surfliner Amtrak passenger service, which the state is a source of funds for.

Now, a little bit for you about the history of this program and prior planning activities. RCTC actually started very early feasibility studies of this rail concept way back in the early 1990s. They had a couple of initial feasibility studies back then looking at one or two daily rail round trips between LA and Indio. After 2010 for the next three years, there were a couple of additional feasibility studies, and then as Sheldon mentioned in 2013, RCTC embarked on a significant new market assessment and alternative analysis for the corridor. Looking at five alternative routes through the LA area to determine the preferred alignment.

That led up to the significant milestone in July of 2016 when the alternatives analysis was finalized, and the preferred route was selected to move forward into the current environmental study. In the fall of 2016, public scoping meetings were held for this environmental study and the technical team began the technical studies to prepare the foundation for this draft environmental document.

Looking at the overall project development process then as I mentioned the alternative analysis was completed in 2016. We are currently in the phase of the program level or Tier 1 environmental documents and also a Service Development

Plan to meet the technical analysis needs of the Federal Railroad Administration. Future steps will include getting into more detailed engineering and project-level environmental analysis when specific construction projects are proposed.

And following that stage, the project would advance into final design and then construction and ultimately getting to operation of the service. So there are several steps through the process, and a lot of work still to go after we complete this Tier 1 program-level environmental document.

So what exactly is being prepared in this project with the Tier 1 and the Service Development Plan? As I mentioned, the Service Development Plan is a technical document prepared for the Federal Railroad Administration. FRA had this planning document for these types of services around the country when they are implemented or expanded, and it involves analyzing the service levels, the infrastructure needs in order to achieve operational goals, modeling, specifically, of the route over which the operation will occur, evaluating station areas and the catchment areas and how access will be provided to those station areas, and then connectivity with other rail and transit services at stations along the corridor. That's the SDP technical side of our current phase.

Then what we are here for tonight is the program-level Tier 1 EIS/EIR. This is a joint environmental document merging the needs of the Federal National Environmental Policy

Act or NEPA, as well as need meeting the needs of the California Environmental Quality Act or CEQA.

The program-level document addresses the likely environmental effects associated with the proposed rail service. It provides the basis for subsequent phases of tiered environmental documents, so this Tier 1 analysis does not get a level of specificity of proposed projects to be constructed, but it is evaluating the impacts of the service being operated. When specific construction projects are identified in the future, they will be subject to a Tier 2 project-level environmental analysis.

To give you a few more specifics on Tier 1 versus Tier 2 -- and I should mention Tier 1 is the federal or NEPA term for this higher-level environmental study, and program level is the CEQA term for this level of study. So our document will satisfy both the federal and state environmental requirements. It will evaluate the effects of the implementing the service in the regional context, so it specifically identifies broad areas of potential environmental effects that will be associated with the overall construction program and operation of the service, so it will identify the resources that could potentially be affected within the study area by either the construction or the operation.

It is important to note that it is a procedural planning document only. There is not any project proposed to

be constructed yet, but it is to help the decision makers understand what the impacts would be of construction in general if the project were to move forward.

As I mentioned, the Tier 2 or project-level environmental process would be required for any specific infrastructure improvements that would get built, but that Tier 2 environmental analysis would occur after more specific designs have been prepared for the specific projects.

Okay. Moving on, this environmental document evaluates a whole range of topics. It is the full range of potential impacts that are in a typical environmental document. I am not going to read through the bullets one by one because it covers two slides, but just be aware that it is a very comprehensive analysis, and it includes all of the range of resource areas and potential impacts in a typical environmental document.

Now, to describe the alternatives evaluated in the EIS/EIR, itself, there is a no-build alternative, and there is a build alternative with three service options. When I was talking about the history of the program, I mentioned the previous study evaluated several different route alternatives and narrowed down the route to this one preferred build alternative route, so the no-build alternative is basically no new service in the corridor. The build alternative has three options, and the differences between them are basically the

eastern terminus, and the amount of new track infrastructure that is involved.

Option 1 -- again, they all have two round trips of service. Option 1 as eastern terminus in the city of Coachella, so it has six stations, up to six stations potentially, in the eastern part of the corridor, and it would have a new third track in the whole eastern part of the corridor between Colton and Coachella.

Option number 2, again, two round trips. The eastern Terminus of Option 2 would be in the city of Indio, 4 miles west of Coachella, basically. So it would only have five stations east of Colton because it would not have a Coachella station. And Option 2 has a new third track throughout the entire eastern section from Colton to Indio. Option 3 is a somewhat modified infrastructure element. It is similar to Option 2 in that it, again, has two round trips per day with eastern terminus in Indio and five stations east of Colton.

The extent of the third track is the difference in this alternative. The technical studies that I mentioned before evaluated how much third track would be necessary in order to make sure that the project could achieve the FRA requirements of 90 percent on-time train performance without adding delay to the freight trains in the corridor. And the modeling indicated that there may be a need to have a third track all the way from Colton to the eastern Terminus, but it

might be possible to achieve those performance objectives with somewhat less third track, and so for modeling and analysis purposes, Option 3 considers a third track from Colton to approximately the middle of the Coachella Valley, which would be approximately Rancho Mirage or Palm Desert. Next slide, please.

The next couple of maps just provide an overview of the two sections of the corridor. The western section from LA through Fullerton and Riverside to Colton is shown on this map, and there would not be any need for additional track or rail infrastructure or stations in the western half of the corridor. The sufficient infrastructure is already in place to serve the needs of the rail service in the western half.

The next slide shows the eastern end of the corridor with Coachella as the eastern Terminus. Again, those thicker areas of the purple line indicate the potential areas in which new stations might be located. The environmental analysis identifies the potential impacts throughout those whole bands so that when specific stations are identified and evaluated in a Tier 2 document, this document will have identified potential types of impacts anywhere within those larger bands. And the next slide is the same thing of the eastern section, but with the Terminus in Indio, which is, again, 4 miles to the west and north of Coachella. Next slide, please.

So now I am going to go through the opportunities that

you have to review the documents, and then we will provide your opportunities of where and how to comment on the subsequent slides.

The draft Tier 1 program EIS/EIR was released may 21st and is out for a 45-day public review period, so it will be available for public comment until July 6th. Digital copies of the document are available on the RCTC website. The Federal Railroad Administration website, and the regulations.gov website. Next slide.

A number of printed copies have been made available at locations around Southern California, mostly libraries, also the RCTC offices. Just check ahead for opening times of those facilities, and note that if you would like to review it at RCTC, you can make an appointment to do so.

Now, to talk about how to submit your comments. There are three methods for submitting your comments. The first is during the public hearings, and we are having two of them this evening and this coming Saturday morning.

The second opportunity will be provided by submitting it on the online form, which is on the regulations.gov website, and the link that is there can take you to our projects specific website location where you can submit that form.

If you wish to submit it by regular mail, the address is provided there. It is to the attention of Amanda

Ciampolillo, who is with us on the Webinar tonight, and you already heard from Amanda at the beginning. Comments that are mailed in should be post marked by July 6th or sooner to be within the comment period. As I mentioned, we are going to have a second virtual public hearing this coming Saturday. There is the location for registering and the meeting ID. And as with tonight, Spanish interpretation and English closed captioning will be available on zoom, and the recordings of both the English and Spanish versions of tonight's hearing will be posted on the project website.

That brings us to the close of the presentation part of our agenda, and now we have come to the part for clarifying questions if anyone is unclear about certain elements of the project or has specific questions about what the project is proposing to do, again, this is not the comment period of the meeting. We will get to that in a few minutes, but we do want to -- if anyone has clarifying questions they have to ask, we do want to give you answers with those so you are understanding what the project is that is being evaluated in this document.

So, Stevie, do we turn it over to you for this point?

MS. ESPINOZA: Sure. We do have a number of questions in the Q&A already, so I am just going to start with the first one from Steve Coleman. Steve is asking, "Why did you recommend the routing via Fullerton rather than the shorter

route that could serve the Ontario Airport?"

MR. DOUGLAS: I will take that one. The alternative analysis that was done between 2013 and 2016 evaluated five alternative routes through the Los Angeles area and the route past Ontario airport was one of those five. There were a number of criteria that were considered in evaluating those, including potential ridership of the infrastructure that would be needed as well as the operations, and at the conclusion of that analysis, the route through Fullerton was the best alternative in all of those respects. Sheldon, did you want to add anything to that?

MR. PETERSON: No. That basically covers it. It just looked like the best performing routes that connected to Orange County and all the opportunities there as well as downtown LA. So it looked it like, at the time, the best option to move forward.

MS. ESPINOZA: Okay. Great thank you for that. We do have also a question from Brandy Keith. "Will a copy of Mr. Douglas' presentation be available online for further review?"

MR. PETERSON: Yes, we can make that available on the project website. As JD mentioned, we will have the full recordings of these messages, as well, these public hearings, they will be made available.

MS. ESPINOZA: Okay. We do also have a question from Phillip Kaplan who also provided comments. We are only taking

clarifying questions right now, and we will be doing a separate formal comment session after this, but his question was, let's see, "My question has to do with the compliance with Title 2 of the Americans with Disabilities Act: One, regarding the train cars accessibility with people with disabilities; and, two, the need for accessible ground transportation to and from the stations.

MR. PETERSON: Yes, so we would be offering fully ADA complaint rail cars. We haven't specifically identified what rail cars will be made available, but Amtrak has a very aggressive ADA program throughout the country, and we would meet all the requirements there. As far as ground transportation, we are supportive of trying to help and insure those first-mile/last-mile connections, and try to make those accessible, as well. So once we get into that implementation phase, we will definitely look to address and meet those needs. You also mentioned a quick question about the stations. As we go in and move forward and design other stations, we will look at accessibility issues. You mentioned the Palm Springs station has been there a while, so there could be an opportunity to make it easier for all riders to access that station as we move that project forward, so there will be upgraded stations, as well.

MS. ESPINOZA: Thank you, Phillip for that question.

We have a question and from Reed Alvarado. "How will

this line interact for funding with the LA to Phoenix route proposed recently?"

MR. PETERSON: Yes, we have been in discussions with Amtrak about the proposals and their Connect Us program nationally. We see that both the service to Indio and Coachella and a future service to Phoenix would be very complimentary. If we were to get our service up and running first, that service would be the same route and access for future Phoenix service, so we don't see it as a competition, we see it as definitely a complimentary effort to try advance both projects.

MS. ESPINOZA: This is a similar question from Anthony Tristan. "Will this project eventually link with a national system?"

MR. PETERSON: Yes. With the connection at LA Union Station we are connected to all kinds of locations throughout the nation, so we have Amtrak service up to Oregon and Washington from LA, as well as cross-country routes, so making that connection to Los Angeles is vital to connecting this route.

MS. ESPINOZA: We have a question from Oliver. He is asking, "How much time will the trip take?"

MR. PETERSON: We had that previous slide that did have a rough schedule. We are looking at roughly 3 hours and 15 to 3 hours and 30 minutes to go ahead and make that

connection. Hopefully over time we could expedite that trip. That is the current technology we are looking at.

MS. ESPINOZA: Barbara Dequoto is asking, "Will there be a Banning station? I currently drive from Riverside to San Clemente pier every weekend for 15 years."

MR. PETERSON: We are glad you able to make that weekend trip to San Clemente. We agree that it is a great service on Metrolink. We identified that there will be a pass area station, but we haven't decided which community it will be in. That will be part of the Tier 2 effort, so we do anticipate that sort of route. Our service would be able to take you as far as potentially Fullerton to make connections and/or into downtown Los Angeles, but couldn't directly connect you to San Clemente pier, unfortunately, but we will get you close.

MS. ESPINOZA: We have another question from Reed Alvarado. "Will there be any opportunities for a transfer to the Omnitrans Arrow line in Redlands or to Metrolink's San Bernardino line.

MR. PETERSON: Yeah, that's a great question. We are coordinating with our partners at the CTCA to look at some opportunities for a station in the San Bernardino or Loma Linda area that could make shuttle connections with the Arrow Service or San Bernardino Station. We don't see it as a direct link because they are two separate rail lines, but we

would definitely make as tight of a connection as we could with some sort of shuttle service that we will explore in the future.

MS. ESPINOZA: Michael would like to know or would like to understand that at this stage, are you looking at both train and monorail around the I-10?

MR. PETERSON: Specifically, for our project, we are looking at traditional rail service along the existing rail quarters, so it wouldn't directly follow the 10 Freeway, so we are not anticipating any new technology such as the monorail with this specific project.

MS. ESPINOZA: Okay. We do have a question from Tim. Tim is asking, why types of funds are dedicated for these types of operations? Also, will the ticketing be the same as Metrolink?

MR. PETERSON: We are looking at various fund types to go ahead and support the operations of the service. Typically these types of services are funded through the State's program, such as the Surfliners JD mentioned earlier, so we'd anticipate the operating funds to come from those sources. The ticketing would be a little bit different than Metrolink, but state is looking to interconnectivity or interchangeability for ticking throughout the network, so we would definitely make sure there would be some transfer agreements or some way for those tickets to be connected.

MS. ESPINOZA: And we have a question from Steve Smith. "The EIS/EIR shows freight train volumes in the eastern section doubling by 2040. Some of the communities are concerned the third track will enable this growth to occur more easily with all the associated impacts. We think this potential outcome needs to be evaluated and explained in detail. Would this be possible for the final EIS/EIR?"

MR. PETERSON: Yes, we appreciate that question, and that is the type of comment we would like to see in the formal comments. We don't have a quick answer for that. Definitely include that in the formal comments, and we will address it as part of the process.

MS. ESPINOZA: Okay. Shelly Caplin would like to know will there new track sections be designed for the high-speed train travel?

MR. PETERSON: The way it is being designed right now is for more traditional rail service. High-speed rail that's progressing in other areas of the state has a very different service portfolio so the curves and everything else are being designed very differently than the work we are doing now. It is not specifically designed for high-speed trains over the typical 90 miles an hour at this point.

MS. ESPINOZA: Michael has a follow-up question, how many of the cities along the I-10 have responded to your plan to date? Does the federal land that Morongo has have a high

priority for the service?

MR. PETERSON: I'm not sure we are clear on who has responded. We have reached out to a number of communities, so we don't have the formal comments to the environmental document just yet so we will definitely include those in the follow-up as we look at that. We have reached out to the Indian tribes along the corridor as well to make sure they are well informed of the process. They are being stakeholders and partners.

MS. ESPINOZA: Thank you for that. Philip, I do see your hand raised. If you would like to go ahead and ask your question through the Q&A, that would be great. If not, we will hold your comments for the official comment period.

Other than that, we have another question from Tim. This question is, "Is there anything with a current design that would include future electrification?"

MR. PETERSON: I don't think there is anything that will specifically preclude it. I think if we do look for electrification in the future, we would need to potentially expand the thumbprint for identifying that technology, so I think there is a future opportunity, but it not a specific element of our initial plan.

MS. ESPINOZA: Okay. That is everything that is coming through the Q&A.

I do see a hand raised for Margo. Margo, I'm going to

go ahead and unmute you. I'm not sure if you have the ability to use Q&A, so go ahead and unmute yourself and ask the question.

Margo, you are still muted. I did unmute you. You will just need to unmute yourself at your end if you have a question.

MARGO BELL: Okay. The present Palm Springs train station is in the boondocks in the wind belt and the sand belt, and very few people even know it is even there. It would have to be improved a great deal. And as a wonderful spot, when we were discussing Amtrak in 1982 that if there was going to be a railway, the best place for the station would be near the Agua Caliente Casino, which was not built then, but it is at the bottom of Bob Hope Drive and Highway 10, and there is a big space there that has been really kept for the purpose of the station in the future. I think there may be some storage places there which can easily be removed, and it would be an ideal spot for it that everybody could get to. Of course, it would be in Rancho Mirage, which is a few miles further.

MS. ESPINOZA: Margo, did you have a specific question you would like to ask our team today?

MARGO BELL: I just encourage them to go ahead and we have to walk before we can run, and I think it is a great start. It isn't a question, just a comment. Thank you.

MS. ESPINOZA: Thank you so much. Just as a reminder, we are going to be taking formal comments during the formal comment period. That is next, so I do encourage you to make that comment during that time, so right now we are just going to be taking Q&A, but I actually don't see any more questions coming in, so I am wondering if we are good, JD and Sheldon, to move on at this point.

MR. PETERSON: Yes, and then just for a quick -- for Margo, that location she identified could be an option for what we have been calling a mid-valley station, so we see the potential of having multiple stations in Coachella Valley and at Agua Caliente could be a potential site. So that is great input. We really do appreciate that. And I am good with moving on. Thanks.

MS. ESPINOZA: Okay. We are going to be moving forward with the official comment period today. We do have a court reporter who will be transcribing tonight's comment session, so we are going to be limiting comments to 3 minutes per speaker through a timer, and we request that you, you know, formally state your name. And if you have a name that is a little harder to spell, just for ease for our court reporter, if you can spell that for her, that would be great.

We are limiting to 3 minutes per speaker. We want to make sure everybody has an opportunity to give their comment tonight, and to request to speak, we are going to ask for

verbal comments only. So anything that is coming in through the Q&A will not be accepted as a formal comment today, so you can go ahead and use your hand feature, but if we have any callers -- I don't believe we have any callers today, but if you do have -- call in, you can use -- dial *9 to raise your hand. When it is your turn to speak, we will be unmuting you and call-in users can dial *6 to unmute your mic when you hear your number announced. So let me just get that started.

Okay. We do have a hand raised from Brian, so Brian go ahead and unmute yourself when you are ready.

BRIAN YANITY: Hello, good evening. Can you hear me?

MS. ESPINOZA: We can hear you.

BRIAN YANITY: Hi, my name is Brian Yanity, and I am Vice President South of the Railroad Passenger Association of California and Nevada or RailPAC, and thank you again for this opportunity to give comments this evening on the Coachella Valley Tier 1 program EIS/EIR, Coachella Valley Rail, I should say.

RailPAC is a 501C3 volunteer group of railroad professionals and advocates that have campaigned for improved personal mobility in California and the west since 1978. RailPAC applauds the efforts to advance additional intercity rail services in the Los Angeles Union Station and Coachella Valley, and it has long been a goal of our organization, the California State Rail Plan and many in Riverside County, and

we recognize this is a Tier 1 program EIS/EIR, which is one step of a multi-phase-iterative process, and details such as passenger station locations and so forth will be evaluated the next phase; however, RailPAC wants to emphasize how this project can open the door for future projects and goals much greater than the proposed or evaluated Tier 1 passenger rail service option of two daily rounds trips between Los Angeles Union Station and Coachella Valley. RailPAC fully supports the main feature of the preferred bill alternative option 1, which is construction of a new third mainline track 76 miles long along Union Pacific Railroad along the existing Yuma subdivision between Colton and Coachella. Given the capital costs of the third mainline track proposed from Colton to the Coachella Valley. RailPAC wants to emphasize a variety of benefits to passenger and freight rails that are possible with this investment additional track capacity. Any proposed service in the Coachella Valley Rail Corridor and capital improvements associated with it must be a building block for future expansion, and I am just going to briefly list a few initiatives that would also benefit from this investment and add significant public value to any capital grant request for a Colton Coachella third mainline track and perhaps we should evaluate them in the Tier 2 of CIR, that's greater frequency than proposed -- greater frequency, like much more than two round trips a day, maybe 6 or 12 preferably with higher

speeds, a daily Amtrak sunset limited, which has long been a goal of our organization, and also many in Riverside County benefit the Union Pacific Freight rail. With the new third track, UP can run a lot or conventional freight trains, along with short-haul and medium-haul trains to get trucks off I-10. The new California-Arizona passenger service that Amtrack has proposed, extension to the Imperial Valley as proposed by RCTC's 1991 study that's down to Coachella -- or sorry, to El Centro, Calexico, and I guess that's the end of my three minutes. Thank you very much.

MS. ESPINOZA: Great. Thank you, Brian. Okay. We -- just as a reminder, if you don't want to provide a verbal comment today, there is an opportunity for you to still provide your comment through a written way. We have linked the regulations.gov in the chat feature, so if you would rather provide a written comment today, you can go ahead and just visit that website, and you will be able to do that.

So we do have another hand raised from Reed Alvarado, Reed, I will unmute you. Go ahead when you are ready.

REED ALVARADO: My name is Reed Alvarado. I am a resident of Palm Springs, and actually a car-free resident of Palm Springs. I am a frequent user of Amtrak's current three-way bus service to Fullerton, and I understand the that the interest -- which makes a lot of sense for RCTC -- to want to serve Riverside. That being said, I think it is incredibly

important that in the next EIR, there is a specific plan outlined that expands on the dedicated shuttle comment, and hopefully improved access either through BRT or what have you to the SB line or the Arrow Rail for faster and more convenient access to Metrolink and the Inland Empire.

I also wanted to support Margo's comment about a mid-valley station. As we know in Palm Springs, the current station is located in a very desolate area, and Agua Caliente, SunLine Transit Agency, CSUSBPD are all areas that are served in the Mid-Valley area. I just wanted to echo that support for a Mid-Valley Station option, and, you know, coordinate with the local transit agency in the future for added connections for people once they get off that line, and finally I wanted to just support the previous comment for a full corridor third track for increased frequency. As we all know, two daily round trips won't suffice the desire to be able to live in this region car-fee and access the second largest city in the country, but it is a great starting point, and I fully support this project, and I just wanted to see more car-free transit options and accessibility for the Coachella Valley. Thank you very much.

MS. ESPINOZA: Thank you for that comment, Reed. We have another hand raised from Anthony Tristan. Anthony, I just unmuted you. Go ahead and unmute yourself and provide your comment when you are ready.

ANTHONY TRISTAN: Thank you for this opportunity. I am a long-term resident of the Coachella Valley. I have also lived in the Bay area for six years, so I had the opportunity to take the BART to school from --

MS. ESPINOZA: Sorry, would you provide your name for our court reporter today.

ANTHONY TRISTAN: Sure. I thought I stated it was Anthony Tristan.

MS. ESPINOZA: Okay. Thank you.

ANTHONY TRISTAN: I am a long term resident of the Coachella Valley, but I have also lived in Orange County, LA, and the San Francisco Bay Area, and I have had the opportunity of taking the BART, which is very convenient from Berkeley to San Francisco state. I am an educator from Palm Springs Unified School District, and I am very excited to know this is finally being talked about. I mean, considering Walt Disney had the first monorail in the western hemisphere back in the 60s. I did commute recently a couple years ago to USC three or four times a day -- I mean three or four time as week for my Master's in public administration, and prior to that in the early 2000s, I had to commute to Cal State Long Beach, so I am very excited that a rail system is going to be implemented hopefully soon. It is much needed, especially since Palm Springs has been a destination since the 20s, and I worked at a place in Desert Hot Springs where supposedly Al Capone was

visiting in the 20s, so this place has been well known for people coming from LA, and I think it is long overdue. Japan has been building monorails since the 1960s. I am grateful that you guys are working on this. I appreciate it. Thank you for allowing me to comment.

MS. ESPINOZA: Thank you, Anthony, for your comment. We are going to move on. We have a few hands raised in the queue. I will be just be taking them as I see them. Peter, I will go ahead and unmute you now. Feel free to start when you are ready.

PETER GREEN: I am Peter Green. Can you hear me?

MS. ESPINOZA: Yes, I can hear you.

PETER GREEN: It is Green like the color for the court reporter. I am a resident of Palm Desert. I support the proposal. I would like to reiterate that besides having a station at Bob Hope, I would hope they would consider a station in University Park where the proposed Cal State campus is going. Across from that, there is a 100 -- or a 10,000-seat arena being built as we speak, and the Seattle Kraken Minor League team will be based there. Also, I would like to see in the final report if additional trains could be provided for special events like Coachella or athletic events or other things. My other concern, which I also put in writing is I believe that the North Palm Desert residents will want either a sound wall or some other mitigation like

landscaping for additional rail noise. They are already upset about the rail noise as it is. But, again, I support the project and thank you for your time.

MS. ESPINOZA: Thank you for your comment, Tim, or thank you for your comment, Peter.

Tim, I do see your hand is raised. Go ahead and start when you are ready. I have unmuted you.

TIMOTHY PAPANDRTOU: Thank you. My name is Timothy Papandrtou, spelled P-a-p-a-n-d-r-t-o-u. I am a resident of Palm Springs, and I am a transportation planner. As well, so I really applaud the efforts to try to get this corridor under way. Let's figure out how to get this expedited to get this service from LA to this area as quickly as possible. I do want to highlight two things.

One is that we want to make sure that the access to and from stations really look at the surrounding street designs focusing on making sure there are prioritized areas for bicycles and transit bus access.

We also want to mention that in Palm Springs their recent climate action work has basically identified that regional trips are growing much faster than they can handle, which is increasing their carbon footprint impact. So this is a regional corridor with regional trips reduction prospects, but only if they are really connected to the areas that they serve, so I really want to see much stronger connections with

the street design from the tourism stations, the transit access, the bicycle access with parking, and more interoperability designed for how it links in with the Metrolink system, but, overall, I think this is fantastic, and I am so glad you guys are moving forward in this. Thank you.

MS. ESPINOZA: Okay. Thank you, Tim, for that comment. I don't see any other hands raised at this point. Again, if you would like to provide a comment today, you can go ahead and use the raised hand feature. That will be located at the bottom of your screen on the Zoom control panels. If you don't want to provide a verbal comment, we do have -- we have provided the link in the chat to the regulations.gov website, so if you would rather provide a written comment today, you can go ahead and just click on that website, and that will be a way for you to do so.

We do have a hand raised at the moment from Barbara. Barbara, I will unmute you now, and go ahead when you are ready.

BARBARA DOCOUTO: Hi, my name is Barbara DoCouto, and I am so excited about this transaction that is being done. I have lived here in Sun Lakes for 21 years, and the last 16 years, like I said, I take the train every weekend in the summer because I am originally from Rhode Island, and I miss the ocean, and I drive down to the Riverside downtown station and do that every weekend. Unfortunately we have had a lot of

mishaps, like a lot of trains having to be stopped because of people trying to commit suicide and all, and I don't know if there is anything that can be done about that. That is very discouraging, which I have sometimes had to come home late at night, but I am so happy that this is being done. I have been talking about it to the conductors every time I go on the train. I am going to be 80 years old in August, and I don't know how long I can be driving down to the Riverside station. Me living in Banning, it would be so convenient for me to get my beach bag on that train and hop on and get off really quickly, and I appreciate all of the work that you folks are doing, and we really, really need it in this area because Banning and Beaumont area is really growing and there is a lot of senior communities here, and this would be so convenient for the elderly to get on a train to go to LA to concerts or go to a ball game, and we so appreciate what you guys are doing, and good luck in your endeavor. Thank you for listening to me.

MS. ESPINOZA: Thank you. Barbara that was -- I think I can speak from the group when I can say that was a wonderful comment.

We don't have any other hands raised at the moment. Margo, I know you had a comment earlier. I do invite you to give that comment again for the record if you would like to raise your hand. If you would rather do it through written

comment, you can go ahead and use the regulations.gov website that we have linked in the chat.

Oh, great. I will go ahead and unmute you, and go ahead when you are ready.

MARGO BELL: Well, I just commented on the Palm Springs station as is, which is terrible, and a lot of people don't even know it is there, but another gentleman also commented on that, so I think we have looked at that issue that we certainly need something better than what is there that most people don't know about. And I do like that place at Bob Hope Drive at the corner, near Agua Caliete, but the other place near the college, I think that is on Cook Street, that's an excellent spot too, but I think they were keeping that for further expansion and for parking places for the college, which is going to grow and grow. I have nothing more to say except that I am excited about this wonderful train. I think you are doing a great job, and I am so glad that Donna Reed a representative for Indian Wells is spearheading it here and getting us all excited about it in Indian Wells. Thank you, Donna. Good bye.

MS. ESPINOZA: Thank you, Margo, for your comment. I do have another hand raised from Lisa Middleton. I will go ahead and unmute you, and you may provide your comment when ready.

LISA MIDDLETON: Thank you. I am Lisa Middleton,

member of Palm Springs City Council, as well as member of the Riverside County Transportation Commission. All of us in Palm Springs are very well aware of the need for improvement of the Palm Springs train station. I can tell you that council will look very enthusiastically at making those improvements as we progress toward achieving the kind of train service that is being envisioned here this evening. Thank you.

MS. ESPINOZA: Okay. Those are all the hands raised we have at the moment. This could be a good time for the group to take a short recess as we wait for more comments as to come in.

Or if you would like, we can move onto the next slide while people think of maybe some other comments they would like to provide today.

Just as a reminder, we are going to be here until 8:00 p.m. We don't have anything else on the agenda, other than public comment period, so you are free to leave if you have already provided your comment, but we and the group will be on until 8:00 p.m. today.

Okay. We do have a hand raised, so I am going to ask our panelist to come back on.

Okay. Gary, I am going to unmute you now, and go ahead when you are ready.

Gary, you are still muted. If you are trying to --

GARY LEVIN: Yes, good morning. Good afternoon, this is Gary Levin. I live in Riverside. I have spent quite a bit of time living in the desert for about 10 years, and I think this is a great idea. It is quite ambitious. I am sure there are a lot of hurdles to get over.

Living in the Coachella Valley sort of is a different experience. It is a different environment, a different community. You do feel cut off from the rest of Southern California at times, but I think this is a great idea because I think it will help with the people that feel isolated out there. It will certainly help senior citizens to get back and forth. I agree with the comment about where the train stations are located. That has to be a critical thing. One thing I think we have to consider is how much growth there will be for the next 25 to 100 years. Palm Springs used to be isolated. Now there is a lot of commercial educational going up along the I-10 railroad corridor. There were a couple other things I wanted to comment on. Oh, I wonder how much support you are getting from our elected state representatives in this endeavor, and that's about it.

MS. ESPINOZA: Okay. Thank you, Gary. I appreciate your comments today.

We do have somebody who asked if they could provide a comment. Brian, I don't see your hand up, though. Would you still like to provide your comment? Okay. I do see your hand

raised.

BRIAN YANITY: Hello, this is Brian Yanity with the Rail Passenger Association of California and Nevada. Is it okay to give a second comment? I didn't want to violate the rules if I am only entitled to one comment.

MS. ESPINOZA: Yes, but if there is a third comment, I will ask you to please go to the regulations.gov website.

BRIAN YANITY: Okay. Well, thank you. I won't take too much time on the second comment, but an additional thing we wanted to comment on, we being RailPAC, the Rail Passenger Association of California and Nevada. When it comes to noise and vibration of the passenger rail operations, at least one speaker brought that up earlier and in relation to section 3.6, that is mitigation strategy LU3, Land Use Consistency in the draft EIR documents, RailPAC recommends that sound walls and sound dampening ballast in the rail beds should be implemented where the track passes close to residential area. I think someone mentioned north Palm Springs. We were also thinking the Loma Linda area. And then on the station location, one comment we had about the Cabazon station, so far in the Tier 1 EIR/EIS, it was identified Beaumont/Banning/Cabazon as a single station opportunity, or at least a single, kind of, a long, you know, corridor along the map; however, we believe there is enough reasons to explore two stations, one for Beaumont and Banning and the

other specifically for Cabazon. There are several attractions located specifically at Cabazon, which merit a stop. I think we all know what those are. However, it is somewhat disconnected from Beaumont and Banning, so I would likely see more commuter traffic in Beaumont and Banning versus tourist to Cabazon, and we are trying to force either group to use one or the other station for an entire area will depress ridership from both, so I think we should have two stations in that area. Thank you.

MS. ESPINOZA: Thank you, Brian, for that follow-up comment. Looks like we don't have any more hands raised at the moment. For those of you who joined us late, we are taking public comment today for the Riverside county transportation commissions Coachella Valley Rail project today, so if you would like to leave a public comment, please go ahead and raise your hand. If you do not wish to provide a verbal comment today, you can go ahead and visit the regulations.gov website that we have already linked in the chat today.

While we wait for another raised hand to come in, we will give our panelists a little bit of a break, and we will turn off their videos.

MS. ESPINOZA: I do see we have a comment coming through the Q&A today. Again, today we are only taking verbal comments. However, if you would like to leave a written

comment, you can go ahead and visit the regulations.gov website we provided in the chat. If you would like to provide your comment today verbally, go ahead and raise your hand and we can unmute you.

For those who are still with us, there are multiple ways to stay involved and updated with the project. You can stay connected on the project Facebook at CV Rail Project, or follow the RCTC Project. We do have the Federal Railroad Administration website here, as well. We have the project e-mail listed, but, again, we are only accepting written formal comments through the formal comments through that regulations.gov e-mail.

Again, we are going to be here until 8:00 o'clock today, so if you have a comment, if you have not provided a comment yet and would like to do so today, you can go ahead and raise your hand, and again we will be here until 8:00 o'clock.

If you would rather leave a verbal comment, maybe you need time to formulate a comment, we are having another virtual public hearing, and that will be taking place on Saturday, June 26th. That is this Saturday from 9:00 a.m. until 11:00 a.m. Our team will be on until 11:00 a.m. If you log on a little late, that is okay. You can go ahead and register at the following link or on our project website, and Spanish interpretation and English closed captioning will

still be available on Zoom, and English and Spanish recordings of that hearing, as well, will be posted on the project website following that meeting, so if you have -- if you would like to join us again on Saturday, feel free to do so, or if you, you know, have neighbors that are interested, they can also join us on Saturday, as well.

Just a clarification, the content on Saturday's meeting will be the same as today's meeting, so you are welcome to hear our team give a great presentation on Saturday, as well, but it will be the same as today's meeting, so if you have already listened to today's meeting, then you are covered.

I do also want to call attention to a couple links that we shared earlier in the. That's to the project fact sheet and to the project FAQ, so if you are still looking for additional information, those are two great resources that we did post in the chat. They are also available on the project website, and you can access them there, as well.

For anyone that joined late, we will share the project section. If you have a comment, I can unmute you. If you would like to provide a written comment, you can visit that regulations.gov link that we have provided in the chat. Let me pull up that project video for those of you who just joined us.

(Whereupon, the video was played.)

MS. ESPINOZA: So, again, thank you for those who are joining us this evening. Again, we are here to take your comments, so if you do have a comment, go ahead and just raise your hand. We can unmute you at that point. We have a hand raised. Genevieve, just give me a moment for our panelist to come back on video.

Okay. Great. Everyone is back. Genevieve, go ahead and unmute yourself when you are ready.

GENEVIEVE JUDGE: Can you hear me? Can you hear me?

MS. ESPINOZA: We can hear you, Genevieve.

GENEVIEVE JUDGE: Oh, okay. I just have a question. I just want to send this information to other people in other counties that might be impacted, Orange County specifically. Is there a place where I can get a copy of this presentation that you gave, the one we just saw and the one we went through previously? I am very excited about this. I have often wondered why we don't have rail service between here and LA. I live in Palm Desert. So is it possible to get this to send to somebody and prep them for the next meeting? Maybe you can't hear me. Hello.

MS. ESPINOZA: We can hear you. Right now we are taking formal public comments, but I can just go ahead and let you know that we are going to be posting the video recordings of today's hearing and Saturday's hearing on the project website. That will be posted sometime next week. At that

point --

GENEVIEVE JUDGE: So that will be RCTC.org? That's all I wanted to know. I would have typed it, but you have chat turned off. I am sorry to waste people's time with this.

MS. ESPINOZA: That is no problem, Genevieve, and, you know, if your friends do want to join us for Saturday's meeting, they do have that availability to do so. We are going to be having a virtual public hearing on Saturday at 9:00 a.m. They can register at this link that I have just provided, or you can go onto the project website and also have them register through there. The content that is going to be presented on Saturday's meeting will be the same as we just presented today, but if your friends missed out, go ahead and just invite them to the public meeting on Saturday. If they are not able to make it, we do understand, and they can go ahead and watch the video recordings later.

GENEVIEVE JUDGE: Okay. That is RCTC.org. Okay. Let me check it right now. Am I getting any place? Let me see, yes, okay. Thank you. I just wanted to be sure I had the right URL because I can't write and copy everything off of your presentation that fast. Thank you.

MS. ESPINOZA: No problem. And we will go ahead and link that in the chat, as well, so you can pull that information from there.

GENEVIEVE JUDGE: Perfect. Thank you.

MS. ESPINOZA: Thank you so much, Genevieve.

I do see another hand raised from Margo bell. Margo, go ahead and unmute yourself.

MARGO BELL: In response to Genevieve, she can do a very nice printout of a wonderful thing you put out explaining just about everything, and she can do it on her computer in beautiful technicolor if she likes, and all she's got to do is go to RCTC.org, and it will tell her where to go, and I printed this out, and I am giving it to all of my friends because we are so excited about the project, and before I close for the last time, I think this has been a great presentation. You have all done very, very well. Thank you.

MS. ESPINOZA: Thank you very much for your comment, Margo.

Again, we are going to be here for another 13 minutes or so, so if you do have another comment or if you haven't given a comment yet, feel free to just raise your hand, and we can just unmute you at that point. Again, if you would rather leave a written comment for us, you can go ahead and go to that regulations.gov website that we have provided in the chat. We are going to be here until 8:00 p.m. today.

Genevieve, I would like to call attention to this slide as there are other ways you and your community can stay involved with the project and other projects that RCTC has going on. They are shown on the screen. I will leave it here

for a few moments in case you wanted to take a photo of the screen or wanted to jot it down really quick.

We do have the RCTC website you can visit, our project Facebook, as well as the FRA website, and we do have the project e-mail listed here, as well. Again, as I mentioned earlier, we are only taking formal public written comments through that regulations.gov website that we have listed in the chat.

Thank you, everyone who is still with us this evening. Again, we will be on a few more minutes. If you do have a comment you would like to give to the panel, we are here to take your comments this evening. Go ahead and raise your hand using the raise hand feature located at the bottom of the screen in your Zoom features. If you would also like to leave a written comment, again, as I said earlier this evening, we do have a regulations.gov link provided to you in the chat, so if you would not like to leave a verbal comment this evening, you can go ahead and leave written comments through that link. Again, we are going to be on for just a few more minutes, and if you would rather leave a comment for us on Saturday, we are going to be here on Saturday, as well. That information that we will be sharing will be identical to tonight's meeting.

Okay. I don't see any more hands raised, so we are three minutes until 8:00, so I think we are good to, kind of, close things up for this evening. Amanda, would you like to

close us out?

AMANDA CIAMPOLILLO: Thank you so much, Stevie, and thanks to all the folks here behind the scenes getting things organized and keeping the flow going this evening. I appreciate it. Thank you to everyone who stuck around the whole time. Thank you for everyone for sending us your comments, for being here. We will take -- we like to hear all of the comments good and, you know, ones that have good constructive criticism. We are here to get information from the public, and construct the best kind of project that we have.

Like Sheldon mentioned in the beginning, it has been a long time coming, so we are really excited to get this feedback tonight. If folks want to hear again, please tune in Saturday. Otherwise, there are lots of resources in the chat and in the websites. So thanks again for coming this evening, and I will let Sheldon wrap that up too.

MR. PETERSON: If I could echo all the things from RCTC for everyone's participation and comments along the way. We look forward to a successful process here. Once again, we appreciate your time in staying up so late working with us on this process. The team just did a fantastic job. Everyone have a fantastic night. We will meet again.

(Whereupon, the proceedings concluded at 8:00 p.m.)

Coachella Valley-San Grogonio Pass Rail Project
Public Hearing #1
June 22, 2021 6:00 p.m. - 8:00 p.m.

I, CHELSEA E. GIULIANY C.S.R., 13842, do hereby certify:

That I am a Certified Shorthand Reporter of the State of California, duly licensed to practice; that I did report in Stenotype oral proceedings in the above mentioned hearing of the aforementioned cause via Zoom at the time and place hereinbefore set forth; that the foregoing pages numbered 1 to 45, inclusive, constitute to the best of my knowledge and belief a full, true and correct transcription from my said shorthand notes so taken for the date of Tuesday, June 22, 2021

Dated at San Bernardino, California, this 24th day June 2021.

Chelsea E. Giuliany

CHELSEA E. GIULIANY, C.S.R. No. 13842

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

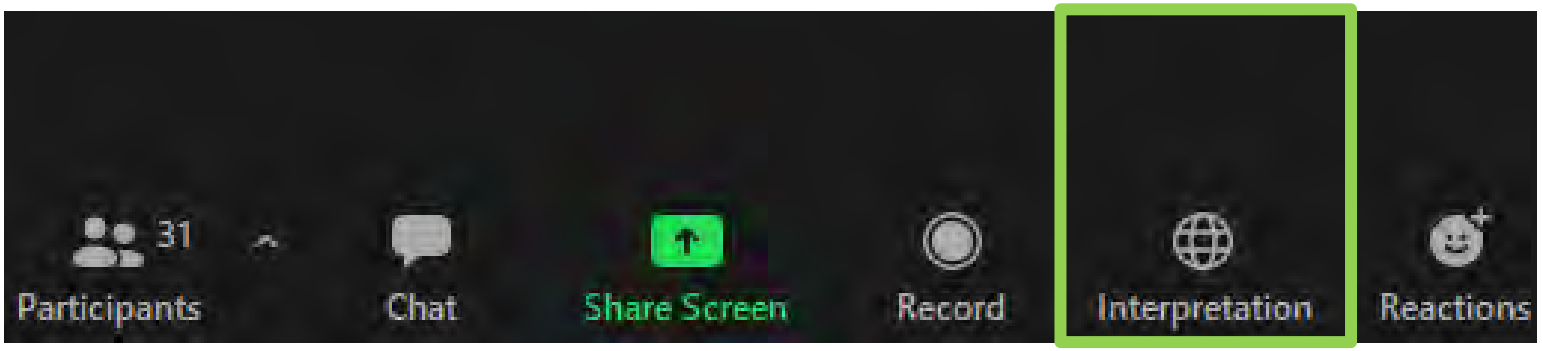
Coachella Valley-San Gorgonio Pass Rail Corridor Service

Public Hearing

June 26, 2021

Interpretation Assistance

Para oír la presentación en español, haga clic en el botón de traducción de Zoom en la parte inferior de la pantalla



Introductions

- Amanda Ciampolillo – Federal Railroad Administration
- Sheldon Peterson – Riverside County Transportation Commission
- JD Douglas – HDR

Program Video

Presentation Agenda

- Overview
- Purpose and Need
- Program History
- Prior Planning Activities
- Alternatives Considered
- Document Availability and Opportunity to Comment
- Q&A
- Public Comment Period

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Overview

Today's focus is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Tier 1 Program Environmental Impact Statement/Environmental Impact Report and potential environmental impacts identified. This meeting will provide you the opportunity to comment on the draft environmental document.

While commenting, participants are encouraged to:

- Explain the basis for their comments,
- Submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts, and
- Submit the name of a contact person who will be available for later consultation, if necessary.

Overview

What is the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program?

- The Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission are studying a 144-mile passenger rail service corridor between Los Angeles and the Coachella Valley
- Service would extend from Los Angeles Union Station to Indio or Coachella




Program Overview – Study Area

Where is the Program Study Area?

Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley

Up to six potential stations east of Colton

Purpose & Need

Purpose: Provide safe, reliable, and convenient intercity passenger rail service with capability to meet future mobility needs of residents, businesses, and visitors

Need:

- Regional population and employment growth
- Limited and constrained travel options
- Serve disadvantaged communities
- Help conform to air quality regulations

Program Purpose – Service Objectives

What objectives would the service achieve?

- More convenient, faster, frequent service than existing transit
- An alternative to driving that offers reliable schedules
- An affordable transportation service
- Improve regional travel options for transit-dependent people
- Serve expected growth within the program corridor
- Help conform to air quality regulations

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Why Amtrak Intercity Service and not Metrolink?

- Intercity service with over 3 hours travel time is preferred to have larger, reclining seats and access to the lounge car.
- Early Draft Schedules (limited stops)

LAUS to Indio	Trip 1	Trip 2
LAUS	10:20 AM	3:20 PM
Fullerton	10:55 AM	3:55 PM
Riverside	11:39 AM	4:39 PM
Palm Springs	12:59 PM	5:59 PM
Indio	1:23 PM	6:23 PM

Indio to LAUS	Trip 1	Trip 2
Indio	9:32 AM	3:32 PM
Palm Springs	9:59 AM	3:59 PM
Riverside	11:22 AM	5:22 PM
Fullerton	12:06 PM	6:06 PM
Los Angeles	12:40 PM	6:40 PM

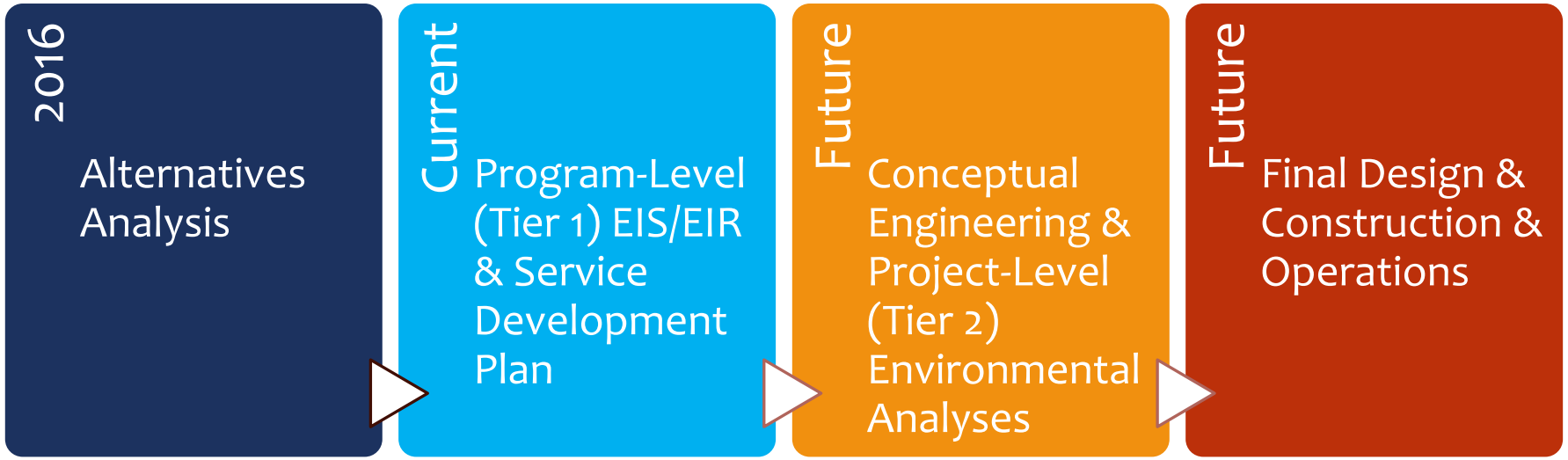
- Congress has authorized Amtrak to operate on private railroads, with some track improvements. Metrolink does not have that authorization.
- Intercity service is funded by the state agencies not local funds.

Program History & Prior Planning Activities

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
Fall 2016 – Summer 2021	Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

Project Process

Where are we in the process?



Project Process

What will be prepared?

- Service Development Plan (SDP)
  - Analysis of service levels, infrastructure needs, route modeling, station catchment areas, and connectivity
- Program-Level (Tier 1) EIS/EIR
  - Joint National Environmental Policy Act (NEPA)/ California Environmental Quality Act (CEQA) process
  - Addresses likely environmental effects associated with type of rail service proposed in corridor
  - Provides basis for subsequent phases or tiered environmental documents (Tier 2 Project Level)

Project Process

- **Tier 1 Program-level** process will satisfy **both federal and state environmental requirements** (EIS + EIR)

  - ✓ Evaluates effects of implementing service (regional context)
  - ✓ Identifies broad areas of potential environmental effects associated with program construction and operation and the resources that could be potentially affected in the study area.
  - ✓ Procedural planning document only (i.e., not associated with any project construction)
- **Tier 2 Project-level** environmental process for infrastructure improvements to follow program-level EIS/EIR
  - ✓ Tier 2 would analyze site-specific impacts based on the infrastructure improvements identified in the SDP
  - ✓ Once approved, next steps (e.g., construction permitting, etc.) can commence

Project Process

The Program-Level (Tier 1) Draft EIS/EIR evaluates topics, including:

- ✓ Land Use and Planning
- ✓ 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
- ✓ Geology, Soils, Seismicity, and Paleontological Resources

Project Process

Topics, continued:

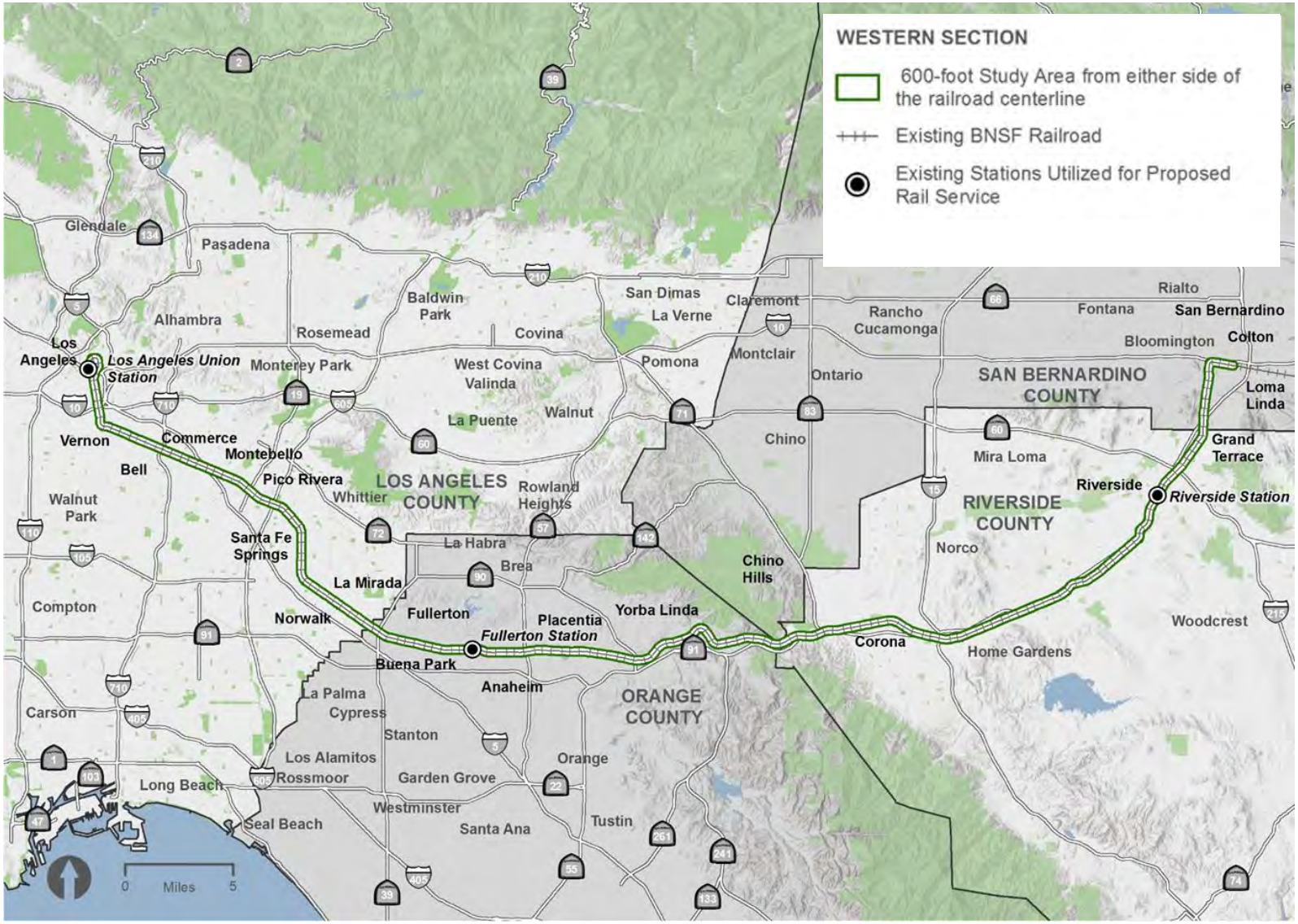
- ✓ Hazards and Hazardous Materials
- ✓ Public Utilities and Energy
- ✓ Cultural Resources
- ✓ Parklands and Community Services
- ✓ Safety and Security
- ✓ Socioeconomics and Communities Affected
- ✓ Cumulative Effects
- ✓ Environmental Justice Effects
- ✓ Section 4(f)/6(f) Resources

Alternatives Considered

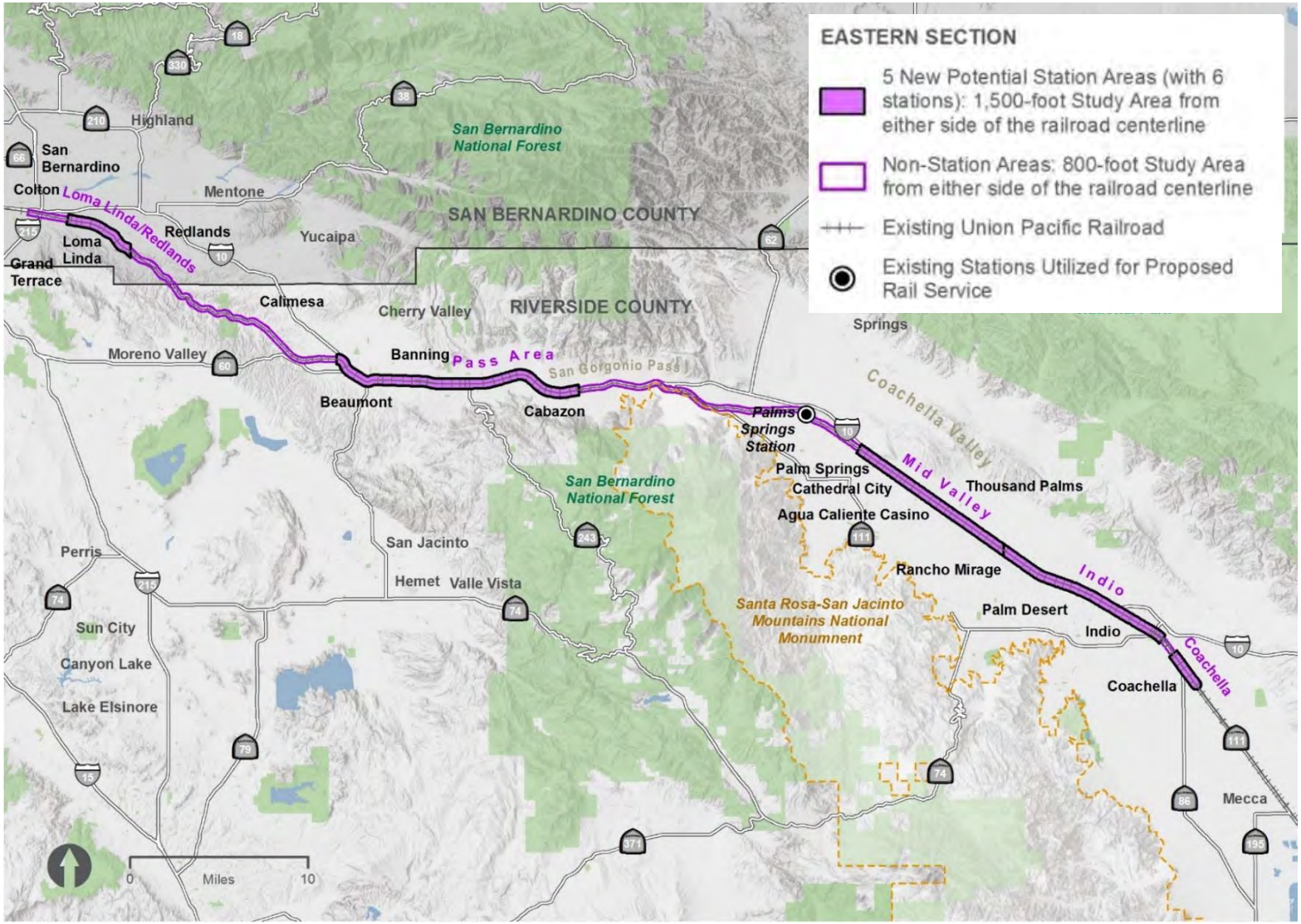
The Program-Level (Tier 1) Draft EIS/EIR includes the analysis of:

	Daily Train Trips	Eastern Terminus	# of Stations East of Colton	New Third Track in Eastern Section
No Build	None	N/A	0	N/A
Option #1	Two round trips	Coachella	6	Colton to Coachella
Option #2	Two round trips	Indio	5	Colton to Indio
Option #3	Two round trips	Indio	5	Colton to approx. Mid Valley

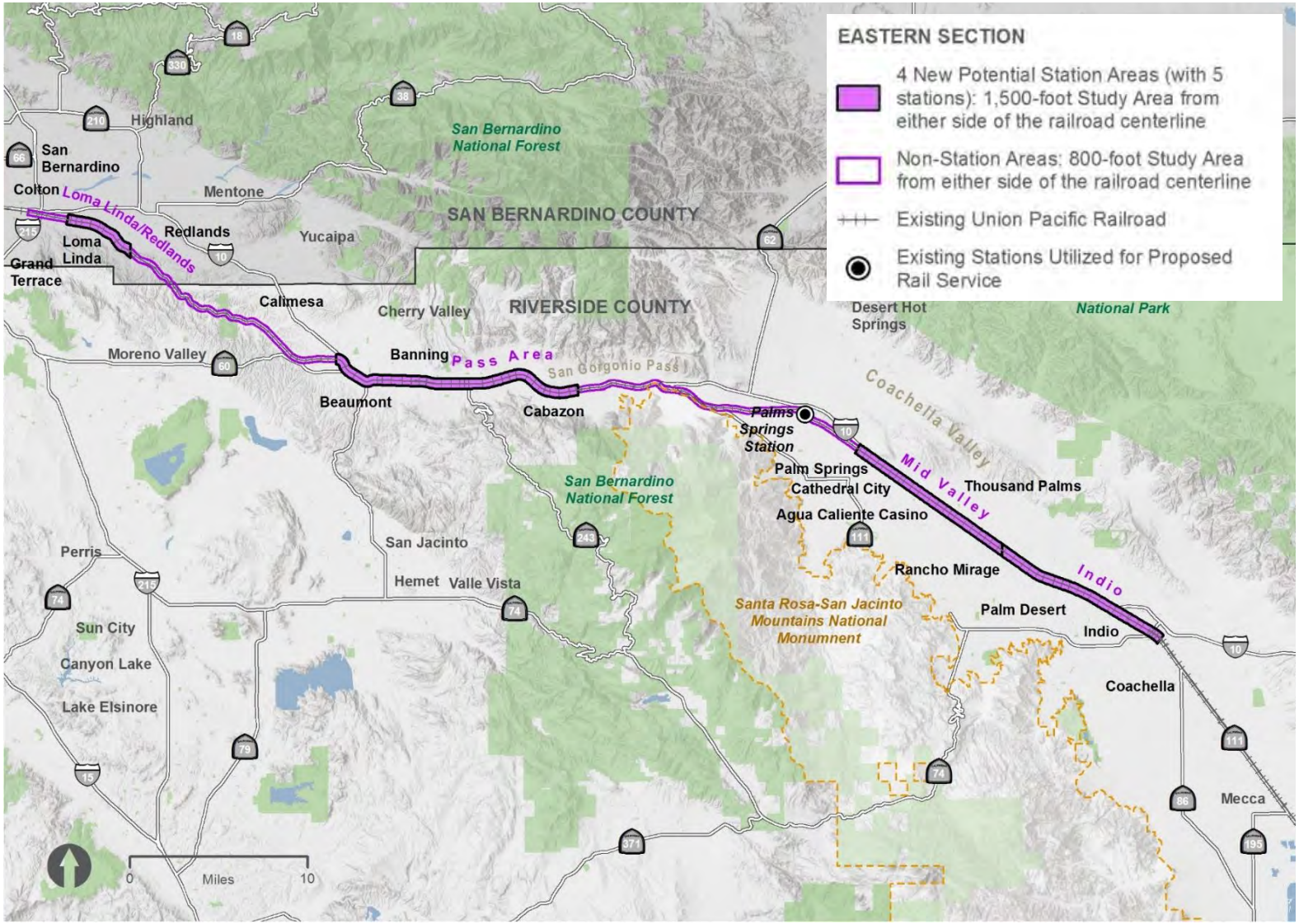
Western Section



Eastern Section: Coachella Terminus



Eastern Section: Indio Terminus



Document Availability and Opportunity to Comment

The Draft Tier 1/Program EIS/EIR was released on May 21, 2021 and will be available for public comment until July 6, 2021.

Digital copies of the full Draft Tier 1/Program EIS/EIR are available to review on the following web pages:

- RCTC website
  RCTC.org/cvrail
- FRA website
  https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan
- Regulations.gov
  https://www.regulations.gov/document/FRA-2021-0048-0002

Document Availability and Opportunity to Comment

Printed copies of the Draft Tier 1/Program EIS/EIR Executive Summary are available for review at:

- Los Angeles Union Station/Metro Library and Archive
- Fullerton Public Library
- Arlington Library
- Riverside County Transportation Commission Offices (by appointment only)
- Colton Public Library
- Loma Linda Branch Library
- A.K. Smiley Public Library
- Beaumont Library
- Banning Public Library
- Palm Springs Public Library
- Riverside County Indio Branch Library
- Riverside County Coachella Branch Library

Subject to library location hours and COVID-19 procedures

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

How To Submit Comments

Public Comment Period: May 21, 2021 to July 6, 2021

Please submit comments on the Draft Tier 1/Program EIS/EIR via the following methods:

During the Public Hearings: **TODAY**

Via Online form: https://www.regulations.gov/document/FRA-2021-0048-0002

Via Mail*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Comments that are mailed in should be postmarked July 6, 2021 or earlier.

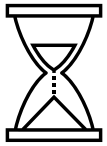
COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan

Questions?

**This portion of the agenda is for clarifying questions only.*
Please save your official comments for the next agenda item.



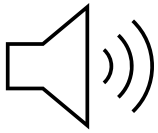
Comments Today



3 minutes per speaker

To request to speak:

- Zoom app users: Raise hand feature
- Call-in users: Dial *9 to raise your hand



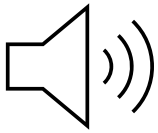
When it is your turn to speak:

- Zoom app users: You will be unmuted
- Call-in users: Dial *6 to unmute your mic when you hear your number announced

We're Here to Take Your Comment!

To request to speak:

- Zoom app users: Raise hand feature
- Call-in users: Dial *9 to raise your hand



When it is your turn to speak:

- Zoom app users: You will be unmuted
- Call-in users: Dial *6 to unmute your mic when you hear your number announced

How To Submit Comments

Public Comment Period: May 21, 2021 to July 6, 2021

Please submit comments on the Draft Tier 1/Program EIS/EIR via the following methods:

During the Public Hearings: **TODAY**

Via Online form: https://www.regulations.gov/document/FRA-2021-0048-0002

Via Mail*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Comments that are mailed in should be postmarked July 6, 2021 or earlier.

Stay Involved

Coachella Valley – San Gorgonio Pass Rail Corridor Study

Email: CVrail@rctc.org

RCTC Website: RCTC.org/cvrail

Facebook: facebook.com/CVRailProject

FRA Website:
https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan

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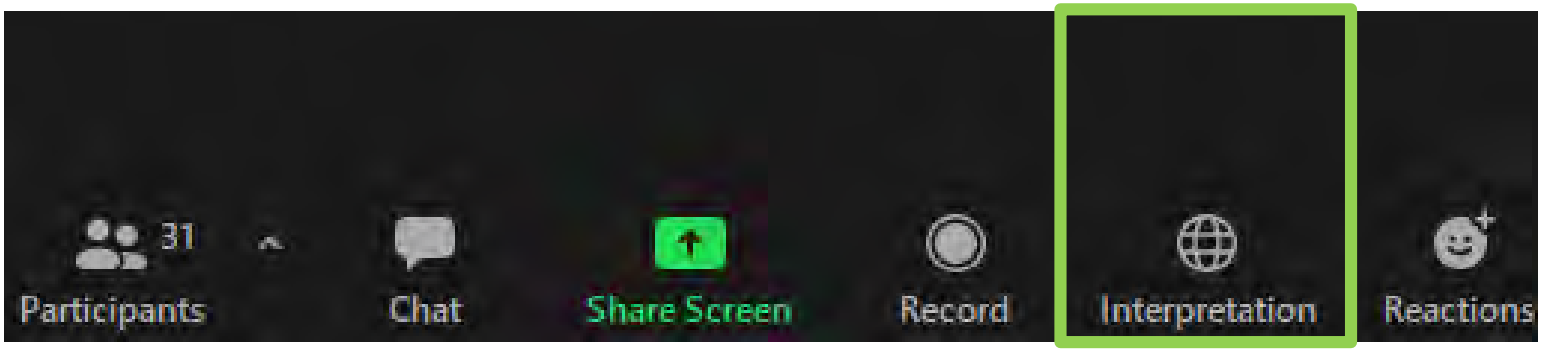
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Asistencia la interpretación

Para oír la presentación en español, haga clic en el botón de traducción de Zoom en la parte inferior de la pantalla



RIVERSIDE COUNTY TRANSPORTATION COMMISSION

U.S. Department of Transportation
Federal Railroad Administration

Caltrans

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Audiencia pública

26 de junio de 2021

Presentaciones

- Amanda Ciampolillo – Federal Railroad Administration
- Sheldon Peterson – Riverside County Transportation Commission
- JD Douglas – HDR

Video del programa

Orden del día de la presentación

- Resumen
- Propósito y necesidad
- Historial del programa
- Actividades de planificación previa
- Alternativas consideradas
- Disponibilidad de los documentos y oportunidad de hacer comentarios
- Preguntas y respuestas
- Periodo de comentarios públicos

COACHELLA VALLEY–SAN GORGONIO PASS RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Resumen

Hoy nos centramos en la Declaración de impacto ambiental/Informe de impacto ambiental del programa de nivel 1 del Servicio de corredor ferroviario del Valle de Coachella-Paso de San Gorgonio y los posibles impactos ambientales detectados. Esta reunión le ofrecerá la oportunidad de comentar el proyecto de documento medioambiental.

Durante los comentarios, se anima a los participantes a:

- explicar el fundamento de sus comentarios;
- presentar datos o referencias que ofrezcan hechos, supuestos razonables basados en hechos o dictámenes respaldados por hechos; y
- indicar el nombre de una persona de contacto que estará disponible para consultas posteriores, si es necesario.

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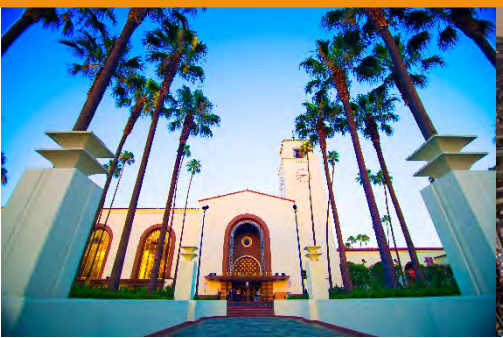
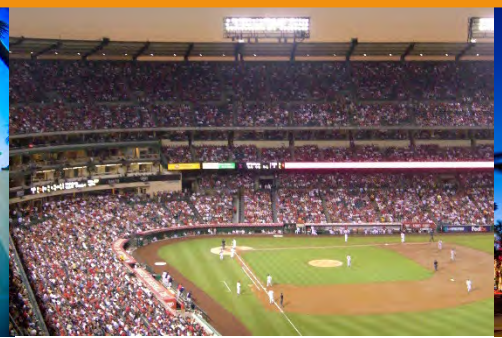
Program Environmental Document and Service Development Plan

Resumen

¿Qué es el proyecto de Servicio de corredor ferroviario del Valle de Coachella - Paso de San Gorgonio?

- La Federal Railroad Administration, el California Department of Transportation y la Riverside County Transportation Commission están estudiando construir un corredor de servicios ferroviarios para pasajeros de 144 millas entre Los Ángeles y el Valle de Coachella.
- El servicio se extendería desde Los Angeles Union Station hasta Indio o Coachella

Descripción general del programa – Zona de estudio

¿Dónde está la zona de estudio del programa?

Servicio ferroviario para pasajeros

Dos viajes de ida y vuelta al día entre Los Ángeles y el Valle de Coachella

Hasta seis posibles estaciones al este de Colton

Propósito y necesidad

Propósito: Ofrecer un servicio de trenes de pasajeros interurbanos seguro, fiable y cómodo con capacidad para satisfacer las futuras necesidades de movilidad de residentes, empresas y visitantes

Necesidad:

- Población regional y crecimiento del empleo
- Opciones de desplazamiento limitadas
- Prestar servicio a las comunidades desfavorecidas
- Ayudar a cumplir las normas relativas a la calidad del aire

Propósito del programa – Objetivos del servicio

¿Qué objetivos alcanzaría el servicio?

- Servicio más cómodo, más rápido y más frecuente que el transporte público existente
- Una alternativa al coche que ofrece horarios fiables
- Un servicio de transporte asequible
- Mejorar las opciones de desplazamiento regionales para las personas que dependen del transporte público
- Atender el crecimiento esperado dentro del corredor del programa
- Ayudar a cumplir las normas relativas a la calidad del aire

¿Por qué Amtrak Intercity Service y no Metrolink?

- Para un servicio interurbano de más de 3 horas de viaje se prefieren asientos reclinables más grandes y acceso a vagón lounge.
- Primeros borradores de horarios (paradas limitadas)

Itinerario a Indio	Itinerario 1	Itinerario 2
LAUS	10:20 a.m.	3:20 p.m.
Fullerton	10:55 a.m.	3:55 p.m.
Riverside	11:39 a.m.	4:39 p.m.
Palm Springs	12:59 a.m.	5:59 p.m.
Indio	1:23 a.m.	6:23 p.m.

Indio a LAUS	Itinerario 1	Itinerario 2
Indio	9:32 a.m.	3:32 p.m.
Palm Springs	9:59 a.m.	3:59 p.m.
Riverside	11:22 a.m.	5:22 p.m.
Fullerton	12:06 p.m.	6:06 p.m.
Los Angeles	12:40 p.m.	6:40 p.m.

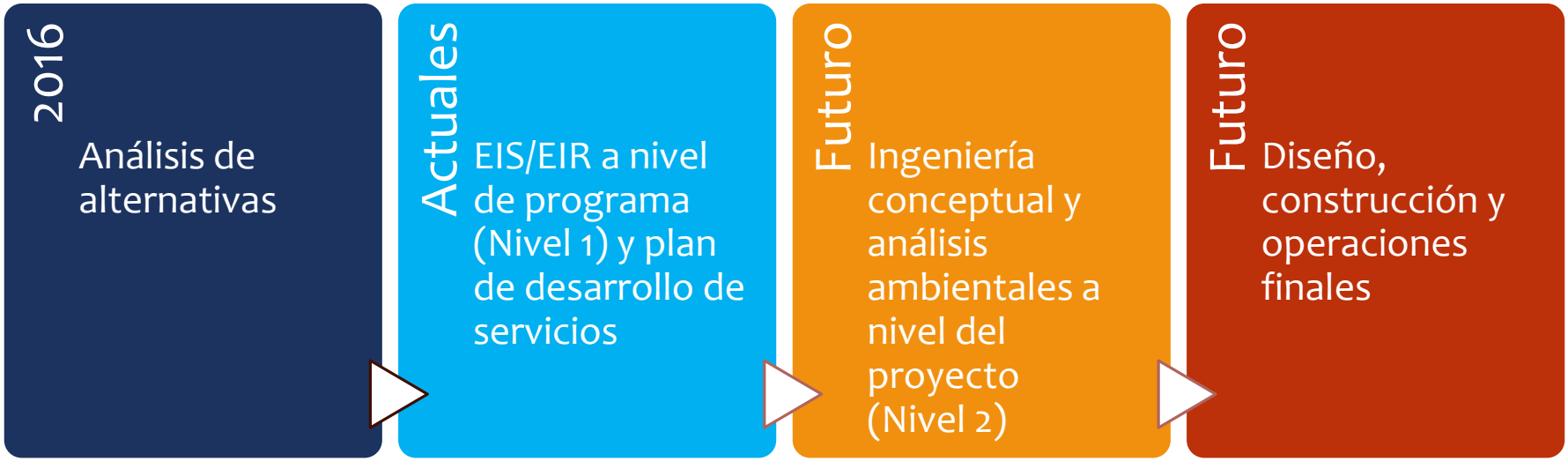
- El Congreso ha autorizado a Amtrak a operar en ferrocarriles privados, con algunas mejoras en las vías. Metrolink no tiene esa autorización.
- El servicio interurbano está financiado por agencias estatales, no por fondos locales.

Historial del programa y actividades de planificación previas

1991	Primeros estudios de viabilidad: Se evaluaron uno o dos trayectos diarios de ida y vuelta en tren de larga distancia entre Los Ángeles e Indio
2010-2013	Estudios de viabilidad adicionales
2013-2016	Evaluación del mercado/análisis de alternativas: Se estudiaron cinco alternativas para determinar el trazado preferido
Julio de 2016	Análisis de las alternativas finalizadas/Avances de rutas preferidas para estudios ambientales
Otoño 2016 – Verano 2021	EIS/EIR del Programa / Nivel 1: Se celebraron reuniones públicas de determinación del alcance y se llevaron a cabo estudios para la revisión pública del borrador de EIS/EIR.

Proceso del proyecto

¿En qué punto del proceso nos encontramos?



Proceso del proyecto

¿Qué documentos se elaborarán?

- Plan de desarrollo de servicios (SDP)
  - Análisis de niveles de servicio, necesidades de infraestructura, modelado de rutas, áreas de captación de estaciones y conectividad
- EIS/EIR a nivel de programa (Nivel 1)
  - Ley de Política Ambiental Nacional (NEPA)/Proceso de la Ley de Calidad Ambiental de California (CEQA)
  - Aborda los efectos ambientales probables asociados al tipo de servicio ferroviario propuesto en el corredor
  - Proporciona la base para fases posteriores o documentos ambientales escalonados (a nivel de proyecto, Nivel 2)

Proceso del proyecto

- El proceso a **nivel de programa (Nivel 1)** satisfará **requisitos ambientales federales y estatales** (EIS + EIR)

ESTAMOS AQUÍ

  - ✓ Evalúa los efectos del servicio de ejecución (contexto regional)
  - ✓ Identifica áreas generales de posibles efectos ambientales asociados con la construcción y la explotación del programa y los recursos que podrían verse afectados en la zona de estudio.
  - ✓ Solo documento de planificación de procedimientos (es decir, no asociado a la construcción de ningún proyecto)
- Proceso ambiental a **nivel de proyecto (Nivel 2)** para mejoras de infraestructura a fin de cumplir la EIS/el EIR a nivel del programa

  - ✓ El Nivel 2 analizaría impactos específicos del sitio en función de las mejoras de infraestructura identificadas en el SDP
  - ✓ Una vez aprobados, pueden comenzar los siguientes pasos (p. ej., permiso de construcción, etc.)

Proceso del proyecto

El borrador de EIS/EIR a nivel del programa (Nivel 1) evalúa temas, entre ellos:

- ✓ Uso de la tierra y planificación
- ✓ Transporte
- ✓ Calidad visual y estética
- ✓ Calidad del aire y gases de efecto invernadero
- ✓ Ruido y vibración
- ✓ Aguas jurisdiccionales de aguas y recursos de los humedales
- ✓ Recursos biológicos
- ✓ Llanuras aluviales, hidrología y calidad del agua
- ✓ Geología, suelos, sismicidad y recursos paleontológicos

Proceso del proyecto

Temas (continuación):

- ✓ Peligros y materiales peligrosos
- ✓ Servicios públicos y energía
- ✓ Recursos culturales
- ✓ Parques y servicios comunitarios
- ✓ Seguridad y protección
- ✓ Socioeconomía y comunidades afectadas
- ✓ Efectos acumulativos
- ✓ Efectos de la justicia ambiental
- ✓ Recursos de la sección 4(f) y la sección 6(f)

Alternativas consideradas

El borrador de EIS/EIR a nivel de programa (Nivel 1) incluye el análisis de:

	Viajes diarios en tren	Terminal oriental	N.° de estaciones al este de Colton	New Third Track in Eastern Section
No construir	Ninguna	N/A	0	N/A
Opción #1	Dos viajes de ida y vuelta	Coachella	6	De Colton a Coachella
Opción #2	Dos viajes de ida y vuelta	Indio	5	De Colton a Indio
Opción #3	Dos viajes de ida y vuelta	Indio	5	De Colton a aprox. Mid Valley

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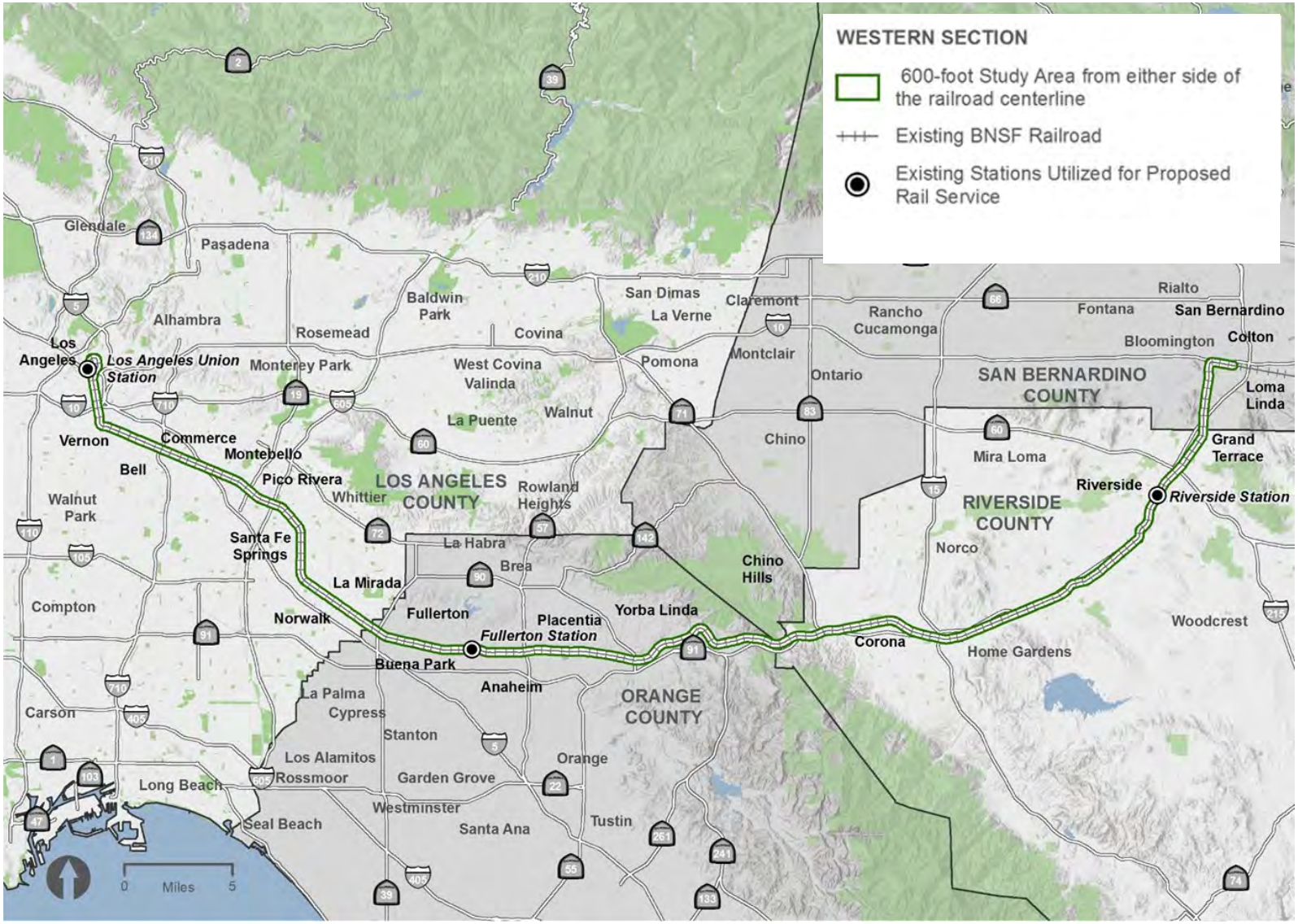
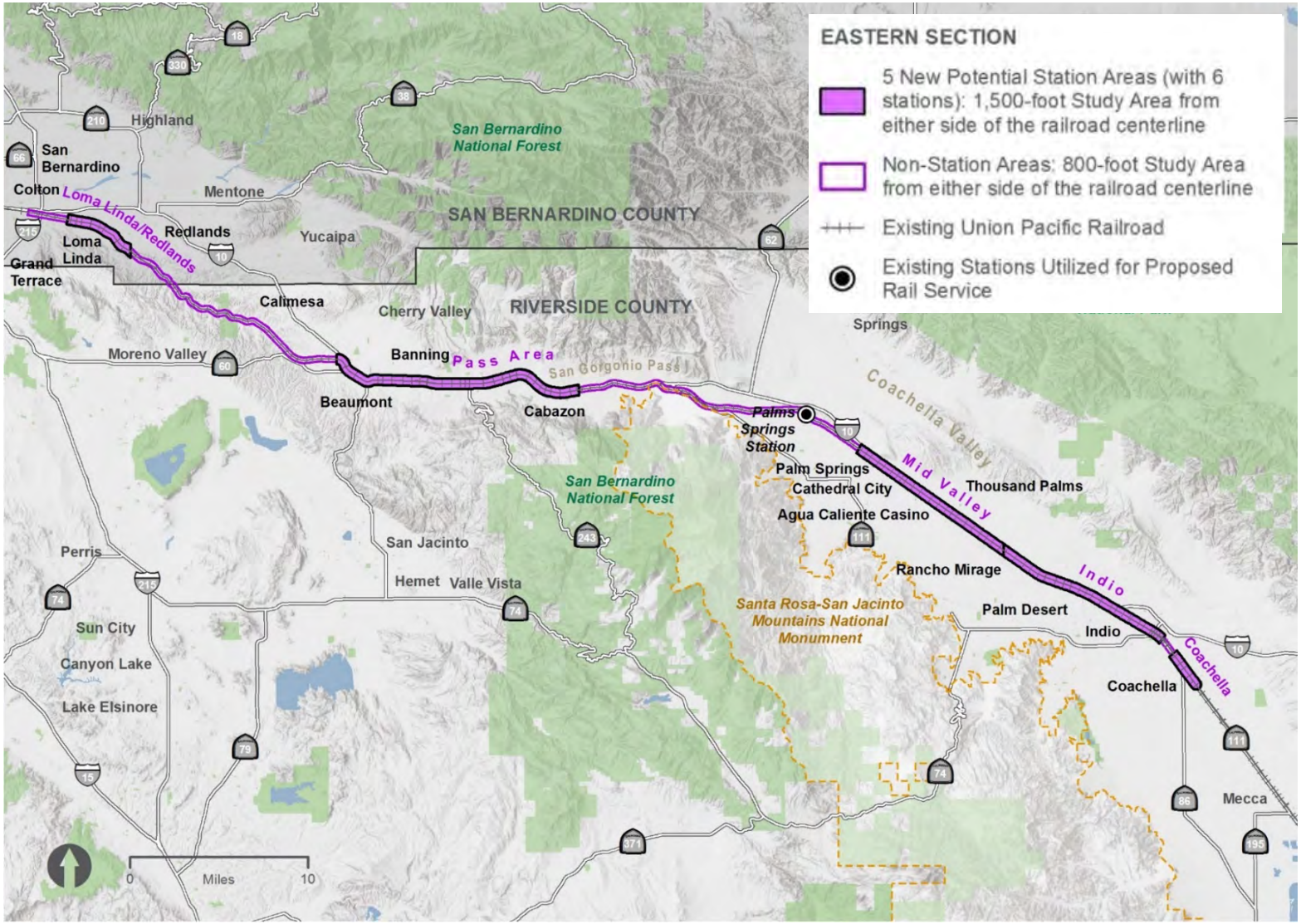
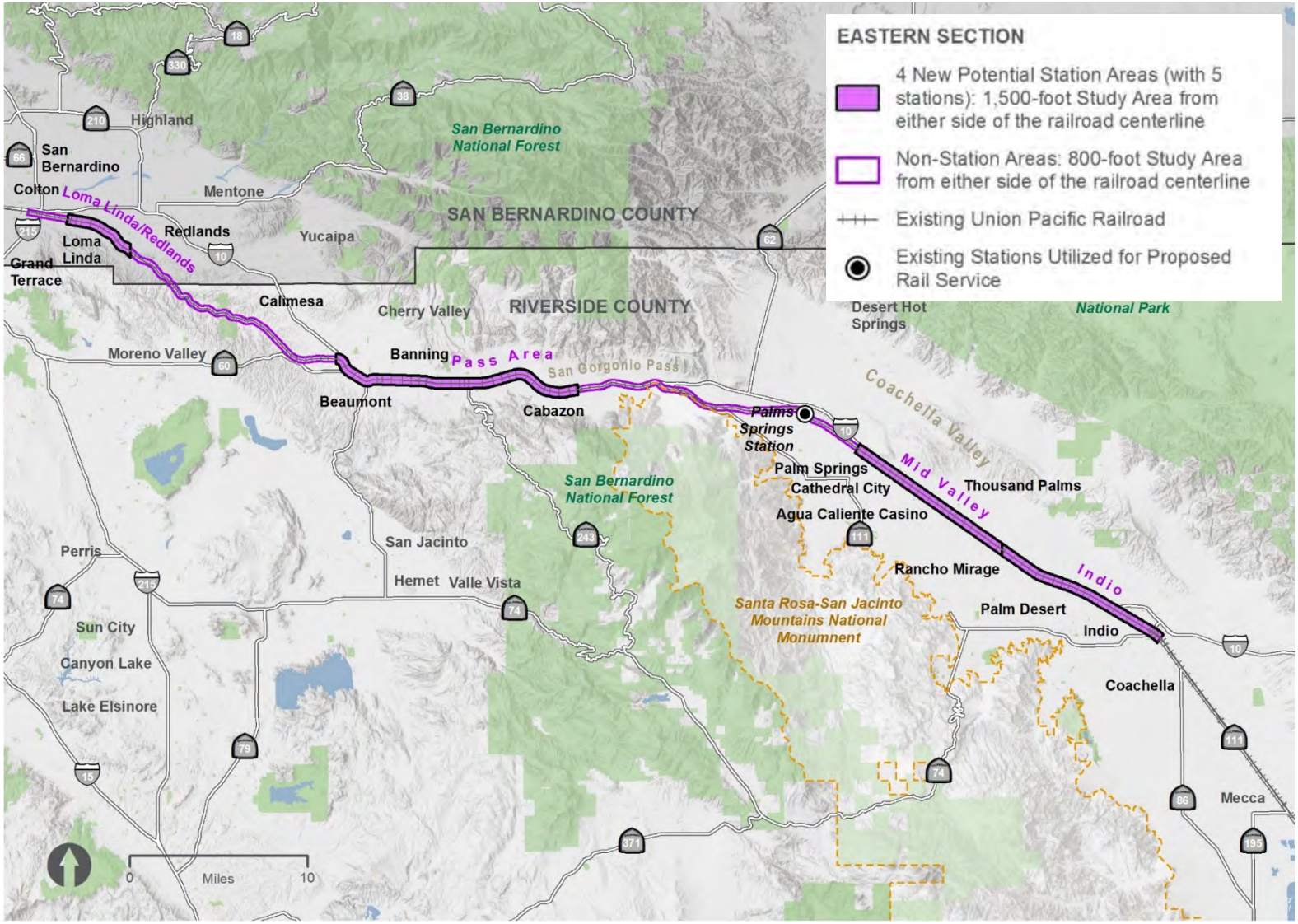
Sección occidental



Sección oriental: Terminal de Coachella



Sección oriental: Terminal de Indio



Disponibilidad de los documentos y oportunidad de hacer comentarios

El borrador de EIS/EIR de programa/Nivel 1 se publicó el 21 de mayo de 2021 y estará disponible para comentarios públicos hasta el 6 de julio de 2021.

En las siguientes páginas web se ofrecen copias digitales del borrador completo de EIS/EIR de programa/Nivel 1 para su revisión:

- Sitio web de RCTC
  RCTC.org/cvrail
- Sitio web de FRA
  https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan
- Regulations.gov
  https://www.regulations.gov/document/FRA-2021-0048-0002

COACHELLA VALLEY–SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document and Service Development Plan

Disponibilidad de los documentos y oportunidad de hacer comentarios

Se ofrecen copias impresas del borrador del Resumen ejecutivo de EIS/EIR de programa / Nivel 1:

- Los Angeles Union Station/Metro Library and Archive
- Biblioteca pública de Fullerton
- Biblioteca de Arlington
- Oficinas de la Riverside County Transportation Commission (solo con cita previa)
- Biblioteca pública de Colton
- Loma Linda Branch Library
- A.K. Biblioteca pública de Smiley
- Biblioteca de Beaumont
- Biblioteca pública de Banning
- Biblioteca pública de Palm Springs
- Riverside County Indio Branch Library
- Riverside County Coachella Branch Library

Sujeto al horario de la biblioteca y a los procedimientos relacionados con la COVID-19

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Cómo enviar comentarios

Periodo de comentarios públicos: del 21 de mayo de 2021 al 6 de julio de 2021

Envíe comentarios sobre el borrador de EIS/EIR de programa/Nivel 1 por las siguientes vías:

Durante las audiencias públicas: **HOY**

Mediante el formulario en línea: https://www.regulations.gov/docket/FRA-2021-0048-0002

Por correo postal*:

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Los comentarios enviados por correo postal deben tener fecha de franqueo del 6 de julio de 2021 o antes.

COACHELLA VALLEY–
SAN GORGONIO PASS
RAIL CORRIDOR SERVICE
Program Environmental Document
and Service Development Plan

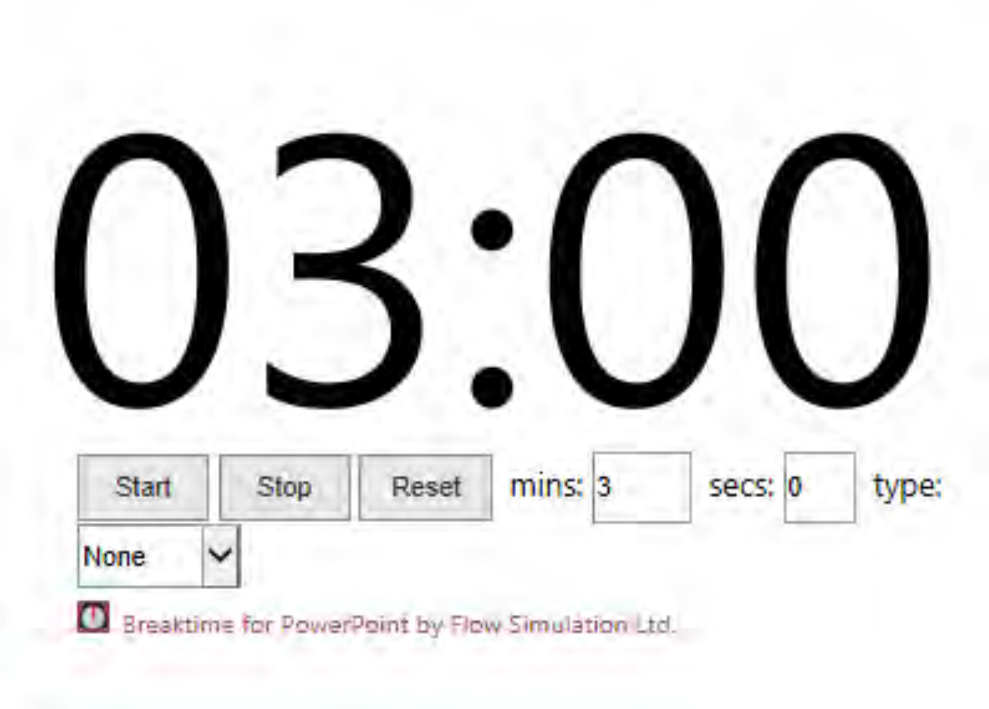
¿Preguntas?

**Esta parte del programa es solo para aclarar preguntas.*
Guarde sus comentarios oficiales para el siguiente punto del orden del día.



Comentarios de hoy

3 minutos por orador



Para solicitar la palabra:

- Usuarios de Zoom: Función de levantar la mano
- Usuarios de teléfono: Marque *9 para levantar la mano

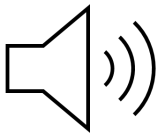
Cuando llegue su turno de palabra:

- Usuarios de Zoom: Será desmuteado
- Usuarios de teléfono: Marque *6 para desactivar el micrófono cuando escuche anunciar su número

¡Estamos aquí para recoger su comentario!

Para solicitar la palabra:

- Usuarios de Zoom: Función de levantar la mano
- Usuarios de teléfono: Marque *9 para levantar la mano



Cuando llegue su turno de palabra:

- Usuarios de Zoom: Será desmuteado
- Usuarios de teléfono: Marque *6 para desactivar el micrófono cuando escuche anunciar su número

Participe

Estudio del corredor ferroviario del Valle de Coachella - Paso de San Gorgonio

Correo electrónico: CVrail@rctc.org

Sitio web de RCTC: RCTC.org/cvrail

Facebook: facebook.com/CVRailProject

Sitio web de FRA:

https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan

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COURT REPORTING
REGAL
BIG ENOUGH TO DELIVER
SMALL ENOUGH TO CARE

In the Matter Of:

COACHELLA VALLEY-SAN GROGONIO RAIL PROJECT

PUBLIC HEARING - 2

June 26, 2021

Case No:

CERTIFIED CONDENSED

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIS/EIR PUBLIC HEARING #2
JUNE 26, 2021 9:00 A.M. - 11:00 A.M.

CERTIFIED CONDENSED

Reported by:
Chelsea Giuliany
CSR No. 13842

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIS/EIR PUBLIC HEARING #2
JUNE 26, 2021 9:00 A.M. - 11:00 A.M.

APPEARANCES:
STEPHANIE ESPINOZA, MODERATOR
SHELDON PETERSON, RCTC
JD DOUGLAS, HDR
AMANDA CIAMPOLILLO, FRA

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIS/EIR PUBLIC HEARING #2
JUNE 26, 2021 9:00 A.M. - 11:00 A.M.

MR. PETERSON: Yes. Good morning, and thanks for joining. We will give it a few more minutes. It is probably early for a number of people, so we'll make sure they get a chance to join.

Once again, thanks for joining. We will just give it another minute or so, and then we will get started. Thank you.

All right. It is five after. Looks like we will go ahead and get started. Maybe we will get started with a little bit of housekeeping for the Webinar. Let's go with that.

MS. ESPINOZA: Good morning, everyone. This morning we have Diana Orozco as our Spanish interpreter. If you do need Spanish interpretation, you can go ahead and click on the globe icon that will be located at the bottom of your screen in your Zoom controls, and you can go ahead and click on Spanish. We have also linked the Spanish presentation in the chat for you to follow along.

MS. CIAMPOLILLO: Hi. Good morning, everybody.

COACHELLA VALLEY-SAN GROGONIO PASS RAIL PROJECT
DRAFT EIS/EIR PUBLIC HEARING #2
JUNE 26, 2021 9:00 A.M. - 11:00 A.M.

My name is Amanda Ciampolillo. I am an Environmental Protection Specialist for the Federal Railroad Administration. I first want to thank everyone for coming in and spending some time with us today on a Saturday morning. We appreciate your time and your attention, and, of course, most importantly, your comment on the project that we will be talking about today, our Coachella Valley Rail Project. The team here, both on the call today and lots of other folks behind the scenes, have been working for years on this project to get it to where it is today, and we are really excited to bring this to you and show you the work that we have been doing and get your feedback, so we can make this project even better and get feedback on the potential folks who really this project will impact the most.

With that, I will turn it over to Sheldon to talk about the rest of the introduction today, but thank you for being here.

MR. PETERSON: I want to thank you, Amanda. And I, too, want to -- I appreciate everyone for joining us this morning. My name is Sheldon Peterson. I am the RCTC Rail Manager. We have been working with the leadership of Coachella Valley officials for a number of years actively pursuing this intercity rail corridor

from Los Angeles to the Coachella Valley.

We see this project as transformational, that will provide a new opportunity for mobility in the region. It would benefit the disadvantaged community, as well as economic development, and is basically a connection between Coachella Valley and the rest of southern California.

I truly want to thank our partners at the Federal Railroad Administration, Caltrans and our consulting team at HDR for getting us to this milestone with the release of the environmental document. We are excited to get your input today. Just as a note, this will be recorded as well and put on our website, as well as other materials that are on our website.

So we will go ahead and get started with a brief flyover video of the project, and then our Project Manager, JD Douglas, will provide an overview of the process, and at the end we will have opportunities for questions.

So with that, here is the video.

(Whereupon, a video presentation was played.)

MR. DOUGLAS: Good morning, everyone. My name is JD Douglas, and I am the Consultant Team Project Manager for the Coachella Valley Rail Project. I am going to be providing a presentation preview for you

this morning. On screen now you will see our agenda for the morning, so I will go through that briefly, and then we will dive into the presentation.

First, we are going to provide an overview of what this project is all about. I will spend a minute talking about the purpose and need statement, which is the foundational statement governing what the project is trying to accomplish. We will talk a little bit about the history of this program and prior planning activities that have brought us to this point. And then we will get into specifics relative to the environmental document itself. We will talk about the alternatives that are being evaluated in the document, and then how you can get accessibility to the document to review it and what opportunities you have and the different ways you can comment.

At the end of my presentation, we will have a question-and-answer period, which is not part of the public comment period but to give you an opportunity to ask clarifying questions so you understand what the project is all about. And then after the Q&A period, we will have the official public comment period where you will be able to give us your comments on the project for the record in the environmental review process.

So that is an overview of what we are doing today. So let's dive right in. Today's focus is, the official name, Coachella Valley-San Grogonio Pass Rail Corridor Service Tier 1 Program Environmental Impact Statement/Environmental Impact Report. That is a long name, and the potential environmental impacts that have been identified in our study of this potential project. Our meeting today will provide you with the opportunity to comment on the draft environmental document.

A couple of notes. When you are commenting, please explain the basis for your comments, provide data or facts, reasonable assumptions based on facts, or expert opinions supported by facts, and please also submit the name of a contact person who will be available if there is a need for consultation at a later time.

So what is the Coachella Valley-San Grogonio Pass Rail Corridor Service Program? As Amanda and Sheldon mentioned in their introductions, it is a corroborative effort between the Federal Railroad Administration, Caltrans, and RCTC to study a passenger rail service between Los Angeles and the Coachella Valley, which is a distance of about 144 miles. The service would start in the west at LA Union Station, and terminate on the east in either Indio or Coachella.

The study area is shown on the map on the screen, and you see it extends from LA in the west, Coachella is the far terminus on the east, and the service we are studying would be initially two roundtrips per day between LA and the Coachella Valley, with three stations in the western part of the corridor that you see on the map, LA, Fullerton, Riverside, and potentially up to six stations in the eastern half of the corridor, east of Colton. Those potential station areas are shown in the orange bar along the rail line where potential new stations could go, as well as the orange dot for the Palm Springs station that exists today and would likely be expanded and used as one of the stations for this service.

I mentioned the purpose and needs statement being the foundational statement for what the project is trying to accomplish. So the purpose of this service would be to provide a safe, reliable, and convenient intercity-passenger rail service with the ability to meet mobility needs of residents, businesses, visitors. The purpose is driven by several needs.

As we all know, the region continues to grow. There are really limited, constrained travel options other than driving a car between the LA Basin and the

Coachella Valley, and so especially disadvantaged communities would benefit from having an additional convenience and reliable type of transit service. In addition, it would help achieve air quality goals of the region.

Next slide, please.

The specific service objectives that the service is intended to accomplish. Firstly, to provide, again, a convenient, faster, more frequent service than existing transit services that connect the Coachella Valley with the greater LA Basin, to provide an alternative to driving that has reliable schedules, to have it be an affordable transportation service, and thereby improving the regional travel options for people who are dependent on transit for getting around. It would be an additional mode of travel that would provide additional transportation capacity to serve the growth within the corridor, and again, it would help to achieve air quality goals for the region.

We have often been asked the question, why should it be an Amtrak intercity type of rail service and not Metrolink. There are several reasons for that. Firstly, the intercity service for a long train trip like this, which is over three hours, it is preferable to have a type of train that has larger seating, more

comfortable seating, lounge car, et cetera, just because of the duration of the trip.

We put in this slide, the initial schedules that are envisioned for the service just to give an idea of when it might operate. And as you can see, from -- both from the west end to the east end, the idea is to have one trip in the morning, and one trip in the afternoon in each direction.

Another reason that it works better to have the intercity rail service is that there is federal law that has authorized Amtrak to operate on private railroads as long as track improvements are made so that the passenger rail service and freight rail service can all utilize the corridor efficiently. Metrolink for commuter service does not have that federal legal authorization.

Lastly, the Intercity Rail Service would be funded by state agencies rather than local funds, similar to other Amtrak services in the state, such as the Pacific Surfliner trains.

Next slide, please.

A little history about the history of the programs and activities that have led us up to the point in the planning process. RCTC started as early as 1991 to do initial feasibility studies for this type

of a train service connecting LA and Indio. Between 2010 and 2013, a couple of additional feasibility studies were done, and then starting in 2013, RCTC embarked on a significant effort to do a detailed market assessment and alternative analysis for this corridor. That was essentially the predecessor phase to this current phase that we are in now. That study evaluated five different alternative rail routes through the LA area to determine the preferred alignment for a rail corridor to connect LA with the Coachella Valley.

At the end of that study starting July 2016 is when our current effort started. The alternative analysis was finalized at that point, and then the outcome of the environmental -- sorry, the outcome of the alternative analysis was then, a preferred route was selected and moved forward into this current environmental study.

In fall of 2016, the Tier 1 program, EIS/EIR was kicked off with public scoping meetings, and subsequent to that, technical studies were initiated, and the draft EIS/EIR was prepared leading to its release for public review mid May of this year.

This is an overview of the big-picture process. You see on the left the alternative analysis completed

in 2016. Our current phase in the light blue box is the program-level EIS/EIR Service Development Plan, which I will describe a little bit more in just a minute. Subsequent to this phase, the project would need to go through conceptual engineering and more details, environmental analysis on specific projects that would be built, and that would ultimately lead to final design, construction, and operation of the service at a later date.

So I mentioned at the current phase of the process we are developing a service development plan, and this program-level Tier 1 EIS/EIR. The SDP is the technical document prepared to meet the needs of the Federal Railroad Administration, FRA. It involves analyzing service levels for the train service, identifying infrastructure needs in order to accommodate the service, modeling the route for operations to see the operation of the passenger rail service in relation to the freight rail service through the corridor, identifying station areas and how access to those station areas would need to be provided to connect the service as well as regional connections to other rail and transit services along the route.

The program level Tier 1 EIS/EIR is a joint environmental document that meets the needs of the

Federal National Environmental Policy Act, NEPA, and the state of California's, California Environmental Quality Act, CEQA. This environmental document addresses the anticipated environmental effects associated with this rail service that we are proposing and studying for this corridor. This Tier 1 or program-level environmental document provides the foundation or the basis for subsequent phases of environmental studies of actual projects that would be built. So this current phase is not studying specific projects that are proposed to be built, it is studying the overall service and an analysis of the types of projects that would need to be built, but they have not been specifically identified as to exactly where they would be yet.

Next slide.

A little bit more detail about this. The Tier 1 or program-level process, again, satisfies both federal and state environmental requirements at this higher level of analysis. It will evaluate the effects of implementing the service in a regional context. It identifies broad areas of potential environmental effects associated with the overall program of construction and operation. And it identifies the resources, the natural resources that could potentially

be affected in the study area.

Again, it is a procedural planning document only and not associated with construction of any particular project. That would happen in Tier 2. So Tier 2 is project-level environmental analysis for the infrastructure improvements that would be built. Tier 2 would get to a more site specific analysis based on the specific infrastructure improvements that are identified at that time.

Once the Tier 1 -- sorry, once the Tier 2 is approved, then the next steps can go forward. But again, the Tier 2 process is where projects would be studied for potential design and construction.

Just a little bit about the content and the breadth of the environmental study. You will see on this screen and the subsequent screen that it covers a full range of potential impacts, topic areas where potential impacts could occur. I am not going to read through the entire list of these areas, but we wanted to show them on the screen so you would have a sense of the full breadth that this environmental study incorporates.

Next slide, please.

The environmental document studies a few alternatives, and this slide summarizes what these

alternatives are. In brief, there is a no-build alternative, and there is a build alternative route that has three service options. I will go through individually what these alternatives are.

The no-build alternative is just basically that no action would be taken. There would not be a new intercity-rail service in this corridor. For the build alternative, there are three different options, and they relate to the eastern terminus of the corridor, and the infrastructure that would be built in order to accommodate the service.

Service Option Number 1, and I should just mention briefly that all three of these service options assume the two roundtrips per day that we have talked about as the service that would be initiated. Service Option Number 1 has its eastern terminus in the city of Coachella. It has six stations, potentially up to six stations, in the eastern half of the corridor, east of Colton. And the third track of infrastructure wouldn't be built. There are existing two tracks in this rail corridor from Colton to Coachella and beyond.

Service Option 1 would have a third track built from Colton to the eastern terminus in the city of Coachella. Service Option Number 2, its eastern terminus would be city of Indio. There would be five

stations east of Colton, because there would not be a station in Coachella in this service option. The new third track would again be the full length of this corridor from Colton to the eastern terminus in Indio. Service Option 3 is similar to Service Option 2 in that the eastern terminus would be in Indio and there would be up to five stations east of Colton. The difference in Service Option 3 is that the third track in the corridor would not extend all the way to the eastern terminus in Indio.

During the course of our technical study, the modeling of train operations through the corridor determined that it might be possible to achieve the service objectives of having the passenger trains operate at 90 percent on-time performance without degrading freight train operations, that it might be possible to achieve those service objectives without building a third track all the way from Colton to Indio, and so this scenario extends the third track from Colton to approximately Rancho Mirage or Palm Desert area where the mid-valley station is proposed, and so that is the extent of the third track in Service Option 3.

I am going to go through a couple of maps now that just zoom in a little bit on the western and

eastern sections of the corridor.
First, the western section of the corridor as we noted earlier, the stations would be at Los Angeles, Fullerton, and Riverside. There would not be a need for additional track improvements or new stations in this part of the corridor because the existing facilities would accommodate the service and achieve the service objectives without any need for expansion.
Next slide, please.
The eastern section of the corridor extends, again, from Colton to Coachella. In this map, Coachella would be the eastern terminus, and you'll see -- excuse me -- you'll see the areas with the thicker purple lines along the route. Those, again, are the areas in which stations could be considered along the route, and the Palm Springs existing station location is shown there with the black dot.
Next slide.
This is the eastern corridor with the Indio as the eastern terminus. And again, the station areas are the same as in the previous slide, with the exception of city of Coachella.
Now, I am going to talk a little bit about the availability of the environmental document for you to read and review. And then after we talk about the

document availability, the different ways that you can provide your comments.
The Tier 1 program EIS/EIR was released May 21st, and is available for a 45-day-review period, which will end on July 6th. The environmental document has been made available both in digital form and in hard copies. The digital availability is shown on this slide. You can go to the RCTC website. You can go to the FRA website. And you can go to regulations.gov, which is the website where comments can be submitted electronically.
Next slide.
There are a number of locations around Southern California where hard copies of the environmental document have been made available for review. Most of them as you will note on the list are public libraries, and they are also available by appointment at the RCTC offices.
Next slide, please.
How to submit your comments. There are three different ways you can do that. During these public hearings -- and today is the second of the two public hearings. So today is your last opportunity to submit it during a public hearing. You can do it via the online form, which is at the regulations.gov website,

and that link that you see there on screen, which will also be provided to you in the chat box, that specific document number is for our project specifically. So that will take you right to the place where you would provide online comments for that regulations.gov website.
Lastly, if you prefer using regular mail and writing out your comments and mailing them, the address is there. They would be sent to the FRA, to the attention of Amanda in Washington DC. And note at the bottom comments that are sent via mail must be postmarked by July 6th or earlier.
So that concludes our presentation. We have now come to the question and answer part of the agenda. Just a reminder, this part of the agenda is for answering questions to help to clarify your understanding of what the project is all about. So we are not to the comment period yet, but we do want to give you the opportunity to ask questions if you are unclear about any part of the project or want to understand any aspects of it better.
So, Stevie, could you let folks know how they can ask their questions?
MS. ESPINOZA: Yes. Thank you, JD.
As we said, we are going to be moving into the

Q&A portion today. I do see we have a few questions already. You can access the Q&A at the bottom of your screen and the Zoom panel, and I am just going to be reading them off as they come.
Our first question today comes from Dan Wentzel. He is asking, "Would it be possible to increase the frequency of service as it proves as popular as we believe it will?"
MR. PETERSON: This is Sheldon. I will go ahead and take that.
For the study we have as defined in service levels, probably the minimum of the two roundtrips that we identified. There is always a potential in the future, especially if the infrastructure is built for the service to expand, but our study is specifically focusing on these two here.
MS. ESPINOZA: We have another question. This comes from Simon, and Simon is asking, "What is the fastest the service could run from Palm Springs to LA if it weren't stopping anywhere else?"
MR. PETERSON: That's a good question. We haven't specifically studied that. Potentially, you could take a half hour off of the schedule, but the way it looks with track and run times, it wouldn't be so much different that we would want to skip stops. We

see the value in making stops along the way.
MS. ESPINOZA: Thank you for that question.
We have another question from Dan Wentzel. This question is, "Could this service potentially be extended to Calexico or Mexicali?"
MR. PETERSON: At this point we are having the final point of our studies in Coachella, but going forward there could be following studies that look into expanding into Calexico or Mexicali. I know Amtrak is looking at a service to Yuma and Phoenix as a potential extension, so that could be something in the future as well.
MS. ESPINOZA: We have a couple of questions from Mariela Loera. This is regarding the high-speed rail. The first question is, "Is this project connected in any way to the high-speed rail?" And her follow-up question is, "I understand that this project has access to the existing railway because of the nature of it being an Amtrak intercity service. Given this, was there a need for any agreement between this project and any company in regards to track use?"
MR. PETERSON: Let me start off, this project is not directly related to the existing high-speed rail efforts that are taking place in the Central Valley. However, once that service connects to LA Union

Station, our service would be a fantastic feeder service that would get more people to use the high-speed rail in the future.
The services, the Amtrak intercity is using existing rail right-of-ways. We will need to reach agreements with the freight railroads involved in the service, and we will need to do that in the future. Those agreements have not been finalized.
And you also had a question on the technology that will be used in stations and railways. At this point, we are looking at the existing diesel technology that is available. There are a number of years before we actually implement the service, so if any zero-emissions locomotives or other more environmentally friendly opportunities are available, we will definitely explore them prior. I think that answers those questions.
MS. ESPINOZA: We do have one more question in the Q&A. Again, if you do have additional questions for our panel today, you can go ahead and open up the Q&A feature at the bottom of your screen, and we are happy to answer some clarifying questions for you this morning.
The question from Tom is, "What does a new station in the mid Coachella Valley look like? How

many acres is needed for parking, building, et cetera?"
MR. PETERSON: Yes, we haven't completely defined the stations, either the locations and the needs, just yet. Traditionally, the stations will need potentially 100 or more parking spaces, access for a platform, and shelters, but they don't necessarily need to be as elaborate as the LA Union Station. But we will coordinate with the community to see what the best options are for each of the stations.
MS. ESPINOZA: Okay. We have another question. This comes from S. Robertson. They are asking, "What mitigation efforts are planned for the San Timoteo corridor?"
MR. PETERSON: What we have done initially is just some broad overviews of potential options for treatments for sound mitigation. Once we get into the Tier 2 and track-level specific, we will identify more specific implementations for sound mitigations along the way. And basically, it is to be determined.
MS. ESPINOZA: Okay. Those are all of the questions that we have. Maybe I will just wait a few more moments in case people had any more questions before we move on to the official comment period today. And I am not seeing anything come through, so -- we do have a question from John Harell. He is asking, "What

is the best case when service will begin?"
MR. PETERSON: That's a great question. We are pursuing advancing the project as quickly as possible; however, likely it would probably be at least 5 to 10 years before service is actually implemented. All of that is dependent on the agreements, the requirements for capital improvements, and our ability to secure funding. So we are doing our best, but we will still have to wait and see.
MS. ESPINOZA: Thank you for that question, John. Again, I am not seeing anything else -- oh, Tom has another question.
Tom is asking, "What all is expected to be accomplished in this project over the next six months and in the next 12 months."
MR. PETERSON: Over the next six months by the end of the calendar year, we are hoping to get a record of decision on this Tier 1 Environmental Document, and that way we will be able to then position ourselves to seek funding to move forward to the Tier 2 Environmental Project Planning. So those are the next steps we need to take over the next six to 12 months.
MS. ESPINOZA: We have another question from Simon. Simon is asking, "Why can't a basic service be started sooner without any additional stations or

tracks? There used to be service from Indio to LA."
MR. PETERSON: That's a great question. Currently, Amtrak runs the Sunset Limited train that goes cross-country basically from LA with a stop in Palm Springs on its way to New Orleans. For us to run additional service for a different time, we still need to have agreements with the railroad. So at this point, there is not really an opportunity to run service right away without some sort of an agreement ready to go.
MS. ESPINOZA: Great. Again, if you do have a question for our panel before we get into the official comment period today, I am going to ask for you to go ahead and enter that into the Q&A feature that is located at the bottom of your screen, and we can answer some clarifying questions for you today.
Okay. We do have a question from Ryan. Ryan is asking, "What were the critical factors in determining the draft schedules?"
MR. PETERSON: Ryan, that is a great question. When we looked at the schedules, we tried to balance not only the needs of the potential riders, which we see as more transportation or tourism focus, so they wouldn't necessarily be daily commuters. And we also have the challenge of rail traffic near LA Union

Station, which has significant commuter traffic and backlog during the peak periods. So the goal was to come in kind of midmorning and arrive outside of the peak windows in Union Station, and then do the same thing for an afternoon trip to kind of get out of Union Station before the afternoon peak period commuter rush. Those were the key features.
Once we get closer to the actual operation, we will work collectively to try to find out the best schedules. That's kind of what drove the initial plan.
MS. ESPINOZA: Thank you for that, Ryan. Okay. I am not seeing any other Q&As coming through at this point. I will wait a few more moments for people to get in their last-minute questions, and if not, we can proceed to the official comment period for today's agenda.
Okay, I am not seeing anything come through, so I think we can start with the next portion of the agenda. Oh, we have one. We will take this one final question, looks like it is coming in from Simon.
"How long is it between arriving in LA and departing?"
MR. PETERSON: Is there a way to pull up that slide that shows the schedule?
MS. ESPINOZA: Yes.

MR. PETERSON: Let's do that. So basically, if you took the 9:30 train out of Indio, you would arrive in LA Union Station around 12:40 p.m. If you wanted to make a same-day trip, you would leave Union Station at 3:20 p.m., getting back to Indio at about 6:23. There is always a potential for overnight or longer trips, but that would be the same day service.
MS. ESPINOZA: Okay. I think that was our last question coming in, so I think it is okay for us to move on to the official comment period for today.
Okay, so thank you again for joining us this morning. Our panel is going to be here until 11:00 a.m. to take in your comments. We are asking that you keep your comments to three minutes per speaker, and if you do have a verbal comment for us today, you can go ahead and use the raise hand feature in the Zoom app, and that will notify, to me, that you would like to speak.
Again, we are only taking verbal comments as part of the official comment period, and if you -- I don't see any call-in users, but if you do happen to call in, you can call, dial *9 to raise your hand. And that will notify me that you would like to speak. When I call your name, I am going to unmute you, and you just have to remember to unmute yourself as well. So

we can go ahead and get started today. Give me one second to adjust my screen.
Okay. We already have some hands raised. Thank you very much. Dan, I am going to unmute you now, so go ahead and unmute yourself when you are ready.
DAN WENTZEL: Good morning. I wanted to thank you for this great presentation. I understand the project a lot better now, and I fully support it. I -- if I could make one recommendation, it is that it would have a longer same-day turn-around time in Los Angeles, if that is possible, instead of three hours, maybe four or five hours. Other than that, I think the project should be built in such a way that it allows for further extensions to, as was stated, to Yuma, Phoenix or to Imperial County, EL Centro, Calexico, Mexicali, and should allow for more frequency. I think this is going to be a very, very popular service, and I am excited about it, and I look forward to riding it.
So thank you very much for your time, and it -- I would like to be able to -- that discussion of why it is Amtrak rather than Metrolink, if someone could provide a link to that, I would love to be able to get to that. I get asked that question a lot when I get asked about this project, and it has to do with funding. I would love to have a link to read that and

understand that more fully. Thank you.
MS. ESPINOZA: Okay. Thank you, Dan. That was Dan Wentzel. Thank you for that comment today.
Just as a reminder, we are going to be posting our presentation slides on our project website, so you will be able to access that information and that particular slide. So thank you for your comment.
Okay. Our next commenter today is Todd Liebman. Todd, I am going to unmute you. If you could go ahead and unmute yourself and state your name for the record. You may begin when you are ready.
TODD LIEBMAN: Yes. Good morning, everybody. Thank you very much for the opportunity to comment. My name is Todd Liebman, and I am the president of All Aboard Arizona. We are a non-profit group here in Arizona that advocates for improved passenger rail in Arizona and throughout the southwest. I just wanted to express our whole-hearted support, of course, for your program and your looking at this. It was an excellent presentation, and I appreciate it.
We would like to advocate, though, that you not forget about one of our top priorities, which is the Daily Sunset Limited. Some of the question -- comments and questions have centered on the fact that obviously getting the same-day return from LA would be nice.

Well, the Sunset Limited on its current schedule leaves late in the evening, so that would help to accommodate that at least with -- perhaps, you know, two stops at least, maybe three stops along the route. Obviously, Amtrak's working towards service improvement.
Going beyond the Daily Sunset, which is really a major priority, and I would urge you not to lose sight of that because that would really increase your mobility in the corridor without the additional operating expense, but, also, we feel it is very important to keep extensions to Yuma, Phoenix and Tucson in the mix. And one of the reasons we are so supportive of your project is because that would allow that to really come to fruition.
Again, it was mentioned in the frequency. I think your two roundtrips add to a -- several -- couple of roundtrips, perhaps to Tucson, Phoenix, Yuma, would really increase service in the corridor, and we feel there are a lot of Arizona travellers that would be traveling to the Coachella Valley, and this would be a tremendous opportunity to link one of the country's largest metropolitan areas and a large metropolitan in the form of Tucson and Phoenix to LA and also the Coachella Valley region.
Again, we are wholeheartedly supportive. We

would like to see the schedule moved up faster to get the service going as quickly as possible, and extensions. Thank you for the opportunity to comment this morning, and I wish you all the success with your project. Thank you.
MS. ESPINOZA: Thank you for your comments, Todd.
Continuing on, we have a hand raised from Brian. Excuse me, Brian Yanity. So, Brian, I am going to unmute you. Please just remember to unmute yourself.
BRIAN YANITY: Hello. Good morning, everyone. Thank you again for this presentation, and, of course, the opportunity for us to speak. My name is Brian Yanity. I am vice president south of the Rail Passenger Association of California and Nevada or RailPAC. RailPAC is a 501(c)(3) volunteer group of railroad professionals and advocates that has campaigned for improved mobility and improved passenger rail in particular in California and Nevada since 1978.
I will -- wanted to follow up on what my colleague at All Aboard Arizona, Todd Liebman, just said about keeping the Sunset Limited on the radar for this project, even though we do recognize that, you know, Amtrak negotiations with UP are technically separate from RCTC and FRA's negotiations on the

Coachella Valley Rail Service, but the reality is they would be using the same infrastructure, and the same Daily Sunset Limited as Todd mentioned could compliment the Regional East Coachella Valley Rail Service very well.
Around the country one of the markets that are served by a long distance train, like the Sunset Limited, are shorter distanced trips within that corridor. For example, the Sunset Limited could add extra schedules off peak for someone with a roundtrip ticket going through the Coachella Valley during the day, and then they can go back to LA late at night or vise versa on the Sunset Limited, because people complain about the Sunset Limited stopping in Palm Springs between 12:30 and 2:00 in the morning or 5:00 in the morning if it is late. But that could actually be an advantage if you are complimenting service during more quote/unquote bankers hours that the Coachella Valley rail could be doing.
But back to really the focus of this EIR, RailPAC fully supports the main feature of the preferred option, build alternative option 1, and that is construction of a new third mainline track from 76 miles -- with 76 miles in length from Colton to Coachella Valley along the Union Pacific Railroad's

existing Yuma subdivision.
You know, we would like it to be more, of course -- more passenger track everywhere, that's our organization's position, but we do think this is a good start, and we want this record and decision to happen soon, that way we can get building and to doing extensions to it, like the greater frequency and speed people are desiring, more than two partnerships a day and faster service, which we hope will be planned for.
Along with that, back to Arizona service, yes, RailPAC also fully supports regional trains, and Amtrak has recently proposed between Tucson, Phoenix, Yuma, Coachella Valley, and LA on top of this Coachella Valley Rail Service and on top of the Daily Sunset and we fully support an Imperial Valley extension to Calexico.
Thank you very much for the opportunity to comment.
MS. ESPINOZA: Okay, Brian, thank you very much for your comment today. I do see that we have some questions in the Q&A. We are going to hold off on those until toward the end of the comment period just so we can get through all of our comments at this time.
Okay. So we have a hand raised. This is from Mariela. Mariela, go ahead and unmute yourself when

you are ready.
MARIELA: Hello, I am Mariela. I am a public advocate with Leadership Council, which is a state-wide community based organization. I am based in the Coachella Valley, and most of our work focuses on the unincorporated communities in the Coachella Valley, like Thermal and Mecca. I am very excited to see a project like this. It is very exciting to see transportation being expanded to those unincorporated communities who have a very hard time reaching those areas. So that's very exciting.
And like the previous comment, I also think the Option 1 is the best option. So in regard to the service, fully supportive of this project, very excited to see it being planned. I am aware the comment is only for the service, but I do want to mention the importance of considering green and zero-emission technology, at least at the station in Coachella Valley, because as your EIR mentioned, these communities are very vulnerable and already have a lot of pollution in the area, especially from the Salton Sea. That would be a very important feature to keep in mind.
But fully supportive and excited for this project. Thank you.

MS. ESPINOZA: Okay. Thank you for your comment, Mariela, and for joining us this morning.
As a reminder if you do not want to provide a verbal comment today, you can go online to the regulations.gov link that we have provided in the chat, and you can provide a written comment through that avenue. So today, again, we are only taking verbal comments as part of the official public record this morning.
Okay. We have a hand raised from Tom Tokeim. So, Tom, I have unmuted you. Go ahead and unmute yourself, and begin when you are ready.
TOM TOKEIM: I am Tom Tokeim. I live in Rancho Mirage, middle of the Coachella Valley, and I think it is important to have a mid valley station and be very convenient. The Amtrak station in Palm Springs is somewhat removed. It is three or four miles from downtown. It is -- got some safety issues depending upon time of day and weather issues. I really think that a mid valley location in Palm Desert would be most functional.
There is a new 11,000-seat arena approved and started in development off Cook Street, and it will host a Minor League Hockey team, and there will be concerts and other events, you know, totaling about 150

a year from what they have said. And so, you know, being able to get on and off the train and get to them, it would be more convenient. There is also hotels, two or three hotels off of Cook Street, and it is near the university, the Cal State San Bernardino Palm Desert campus and the UC Riverside campus. So I think that it is a safe area and there is adequate parking.
I think it would be very functional. I think a lot of people would utilize it there, so hopefully that will be taken into consideration when sites are looked at.
Thank you for having this presentation, it has been very helpful for me.
MS. ESPINOZA: Thank you, Tom, for your comment this morning.
I don't see any hands raised at the moment, but again, we are going to be here until 11:00 a.m. taking in your comments this morning. So if you do have a comment, you can go ahead and use the raise hand feature. That is going to be located at the bottom of your screen. As I mentioned earlier, you can also provide written comments through the regulations.gov website that we have linked in the chat.
This also concludes -- well, this will be the final portion of the agenda today. So if you have

provided a comment already and want to start your weekend, you are free to do so. We also have -- we will have the recordings of the meetings posted to our project website sometime within the next week. Otherwise, you are free to spend the morning with us. Again, we will be here until 11:00 a.m. this morning taking on your public comments.

(Brief pause.)

MS. ESPINOZA: If you are still with us this morning and would like to provide an additional comment today, since it looks like we don't have any hands raised at the moment, and if you have already provided a comment and would like to utilize another three minutes, you are welcome to do so this morning. But if not and you would rather provide a written comment, you can go ahead and use that regulations.gov website that we have linked in the chat.

Looks like we do have a hand raised from the Asistencia, so I am going to go ahead and unmute you. If you could just please provide your name for the record, that would be great. Go ahead and let us know when you are ready.

HEATHER ROSS: Hi, my name is Heather Ross. I want to follow-up regarding the other two questions I have posed that have not been answered. The first is

with regard to the I-10 having originally been designed to have a train corridor included, and has this not been investigated as an option. And the other question is with regard to the Ontario Airport Hyperloop development. Has this also been considered as a transportation link to Palm Springs and Los Angeles?

MS. ESPINOZA: Thank you for that comment. Right now my panel is only receiving comments right now. I believe after the comment period has closed, they will be able to answer your questions. So I ask you for some patience while we get through this official comment period, and we will be able to provide you a clarifying answer after the close of the comment period. Thank you very much. I do see that you have asked us questions in the Q&A, so we have those ready once the comment period has closed.

Okay. I don't see any more hands raised at this moment. Why don't we give our panel a break, and if you do have a question, you can go ahead and raise your hand and we will come back online and receive your comment this morning. So thank you.

(Brief pause.)

MS. ESPINOZA: I see we have a hand raised from Ian Stewart. Ian, if you could give us one minute as our panel comes back online. Ian, I have you unmuted.

IAN STEWART: My name is Ian Stewart. I am president of Rail Propulsion Systems. I want to make sure I stay on the scope of this meeting and give our support as the Option 1 that has been supported by some of the other speakers, and I want to show our support for the expansion of passenger rail on all forms, be it our focus, which is commuter rail and improving metropolitan areas, and its interface with the larger projects and interstate projects such as this one.

Thank you all for your efforts, and if there is anything we can do to support zero-emissions locomotives in any of these projects, we are more than happy to do so and speak with you about it. Thank you for your time.

MS. ESPINOZA: Ian, thank you very much for your comment this morning.

We will be here until 11:00 a.m. this morning to receive your comments, so if you do have a comment or if you have already given a comment this morning and would like to provide an additional one, you can go ahead and use that raise hand feature located at the bottom of your screen, and we will be able to take your comments in this morning.

While we are waiting, I do want to call attention to this slide that is our, "how you can stay

involved." We have a number of resources in here, including the project website, our project Facebook, and the FRA website, and those will be really good resources for you to continue to stay involved with the project, keep up to date on what is going on, and the RCTC project website in particular has our project fact sheet, the project FAQ and has a few additional resources on there in case you were looking for more information.

The RCTC project website is also going to be where you can find the recording of today's hearing, as well as the recording from Tuesday's hearing, as well as the English presentation, and we also have a Spanish presentation, as well. So you can find all of those great resources on that website. We do also have the project e-mail here, the CVRail@RCTC.org e-mail, and I just would like to remind you that if you do have an official public comment to please use the regulations.gov link that we have provided in the chat. So anything that comes through our project e-mail will not be considered part of the public record.

But again, as we wait, we can go ahead and give our panel a little bit of a break this morning, but we will be back if anyone has either an additional comment or if you would like to provide your first comment this

morning, so thank you.
(Brief pause.)
MS. ESPINOZA: For those still with us this morning, I want to let you know how you can continue to submit comments after today. Again, we are taking your official public comments today during this time, and we will be here until 11:00 to do so. If you have additional comments, you can use the online form, that is the regulations.gov website that we have shown here, as well as linked in the chat, and if you would like to provide an official comment via mail, I have provided that information on the screen, and we just ask that comments that are mailed in, they should be postmarked July 6th or earlier. So again, the official end of the public document period is July 6th, so there is still time left to provide your public comments.
And again, we will be here until 11:00 a.m.
(Brief pause.)
MS. ESPINOZA: Thank you for those who are still joining us this morning. Again, as I mentioned earlier this is the final portion of today's agenda. If you would like to go ahead and start your weekend, we thank you for joining us this morning. We are going to be here until 11:00 a.m. to take in your verbal public comments. And as a reminder this meeting is going to

be recorded and posted to the project website following today's hearing. If you could just give us a couple of days for that to be posted, all of that information will be on there, as well as the presentation slides. So if you would like to go ahead and start your weekend, that would be great.
Thank you again for joining us. If you have an additional comment, we are going to be here until 11:00 a.m.
We did have a couple of questions come in through the Q&A, and those have been responded to through the Q&A feature. If you open up the Q&A box and click over to the answer column, you can see answers to those questions that were received, as well as a record of the other questions that were asked during the Q&A period. But we did answer those live, so unfortunately, you won't be able to see answers to those questions. But again, we do have the today's hearing recorded, so if you wanted to go back and listen to those, you will be able to do so. That recording will be posted on the RCTC project website in a few days.
(Brief pause.)
MS. ESPINOZA: Good morning and welcome to those who are just joining us this morning. We are taking

official public comments until 11:00 a.m. Unfortunately, you did miss the presentation earlier today, but I will share the project video right now just for you to be a little more acquainted with the project and what is going on. And then after the video, we can take your public comments this morning.
We are only taking verbal public comments. If you would like to make a comment this morning, you can go ahead and utilize the raise hand feature. Otherwise, I will let you know how you can continue to provide public comments and other methods.
So here is our video for you to get a little more background information on our project.
(Whereupon, the video presentation was played.)
MS. ESPINOZA: Thank you again. If you are just joining us this morning, that was an overview of our project. This morning, we are taking official public comments for the record. So if you would like to provide a comment to the panel this morning, you can go ahead and use the raise hand feature that is located at the bottom of your screen for your Zoom panel. If you are a call-in user, you can dial *9 to raise your hand, and that will notify me that you would like to provide a verbal public comment.
We will be here until 11:00 a.m. to receive your

comments, but if you do not wish to provide a verbal comment this morning, you may use the regulations.gov website that we have provided in the -- we have provided in the chat, or you can mail in your comment and that information is on the screen now. Again, we will be here until 11:00 a.m. Thank you for joining us this morning.
And again, there are multiple ways you can continue to stay involved with our project. We have a few options listed here. That is including the RCTC website. That is RCTC.org/CV rail. There are a lot of great resources, including our project fact sheet, the project FAQ. And we are going to be linking the presentation in English and Spanish on there for you to review afterward, and -- in case you wanted to sit a little more with the presentation slides today. We will also be posting the video of today's public hearing as well as Tuesday's public hearing.
So if you missed out on Tuesday's public hearing, the content that was provided was the same, but you are free to review both of those, and if you need to jump off this morning, go ahead and start your weekend, we are going to be here until 11:00, but again, if you need to drop off and start your weekend, you can review the public hearing video of today in a

few days, and that will be posted to the RCTC project website.

We also have a lot of great information for you on our project Facebook. You can go ahead and follow the project Facebook and be up to date of what is happening with our project. And there are also a lot of great resources on the FRA website that we have listed below. We also have our project e-mail listed on here.

But again, if you do want to provide a written comment today, that would need to go through the regulations.gov website. Anything that comes in through our project e-mail will not be considered part of the record. Again, we are taking your official public comments this morning, and we will be here until 11:00.

(Brief pause.)

MS. ESPINOZA: For those of you just joining us this morning there are multiple ways to access the draft program EIS/EIR. You can find that document linked on our project website, that is RCTC.org/CVRail. You can also access it through the FRA website listed on the screen, as well as the regulations.gov website that I keep referring to.

The regulations.gov link is posted in the chat,

so if you would like to access that, through the digital copies, you can do so using that link. If you would like a printed copy, those are available at the posted locations, the Riverside County Transportation Commission Offices. Those are only available by appointment. So, again, there are multiple ways to access the document both online and through printed copies.

(Brief pause.)

MS. ESPINOZA: Thank you to those who are still with us this morning. Again, we are going to be here until 11:00, so if you have an additional comment you would like to provide to the panel today, you can go ahead and use your raised hand feature, and that will notify us that you would like to provide a second comment for the panel this morning. So again, we are going to be here until 11:00 taking in your comments today.

I did want to call attention to the chat feature. We have just linked the project fact sheet and project FAQ, so those are some great resources if you have additional questions or if you would like additional information, and those are great resources to share as well. If you have someone who is interested in the project but wasn't able to make it

today those are some great resources to share with them.

Thank you again for those who are still with us. We have about 15 more minutes for today's public hearing. If you would like to provide a comment or provide a second comment to our panel, you can go ahead and use the raise hand feature that is going to be located at the bottom of your screen or in the Zoom panel. So again, we are going to be here for another 15 or so minutes, and we are happy to take your comment this morning.

(Brief pause.)

MS. ESPINOZA: For those who are still with us this morning, we are going to be here for another 10 minutes. So if you did have a comment you would like to leave for our panel this morning, you may do so for the next ten minutes. If not, you can leave additional comments via the online form again. That is the regulations.gov website I listed here, as well as posted in the chat, and we have the mailing address you can send printed comments as well. So there are multiple ways for you to still provide your comment after today, and those are going to be available to you until July 6th. So July 6th is the last day to provide official public comments, so if you didn't want to

leave a comment today, you have until then to do so.

For those of you who are still with us this morning, we are going to be here for another five minutes, but I just wanted to call attention, again, to this slide for you to stay involved in what is going on with the project. There are a lot of great resources on our RCTC project website that is listed here, and you can also get more updates on our project Facebook. And again, there are great resources also on the FRA website that is listed. And you can also contact us through the CVRail@RCTC.org e-mail that is listed here.

Again, anything that comes through that e-mail will not be considered part of the official comment record, but you can go ahead and utilize that regulations.gov website we have linked in the chat to provide written comments, as well.

Again, we are going to be here for a few more minutes, and then we will close out today. So if you would like to review either today's public hearing recording or Tuesday's public recording, those will be made available on our RCTC project website in the coming days.

Seeing as we don't have any other hands raised this morning, I just would like to remind you that after today, you can submit comments through the online

form regulations.gov and via mail. That is going to be -- that information is on the screen now, but you can find that information on our project website. That is RCTC.org/CVRail. I do encourage you to check that following today's meeting. We are at 10:59, just about 11:00. I will ask our panelists to come back on and close today's meeting so...

MS. CIAMPOLILLO: Thank you, everyone, again for your time and attention on a Saturday morning. We appreciate your time here with us, your time reviewing the documents, and your time submitting comments. We really do look for public documents in projects like these to make sure that we are addressing the need that the public might see, and also some comments really do help to make our project better, both now and future Tier 2 projects that might have actual real construction things associated with them.

That input that we are receiving today is useful, not only to this document but documents in the future. So again, thank you for your time.

MR. PETERSON: On behalf of RCTC, I also want to thank you for your time and participation in this process. We look forward to wrapping this up by the end of the year and pressing on for the next phases of this effort. So once again, thank you for your time

and have a great day.

(Whereupon, the proceedings concluded at 11:00 a.m.)

Coachella Valley-San Grogonio Pass Rail Project
Public Hearing #1
June 26, 2021 8:30 a.m. - 11:00 a.m.

I, CHELSEA E. GIULIANY C.S.R., 13842, do hereby certify:

That I am a Certified Shorthand Reporter of the State of California, duly licensed to practice; that I did report in Stenotype oral proceedings in the above mentioned hearing of the aforementioned cause via Zoom at the time and place hereinbefore set forth; that the foregoing pages numbered 1 to 45, inclusive, constitute to the best of my knowledge and belief a full, true and correct transcription from my said shorthand notes so taken for the date of Tuesday, June 22, 2021

Dated at San Bernardino, California, this 24th day June 2021.

Chelsea E. Giuliany

CHELSEA E. GIULIANY, C.S.R. No. 13842