



## COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE

Program Environmental Document  
and Service Development Plan



# Coachella Valley-San Gorgonio Pass Rail Corridor Service

## Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of Riverside, San Bernardino, Orange, and Los Angeles
- Eastern Endpoint: City of Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate Trip Time: 3 hours and 15 minutes
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing passenger rail stations and potential to add five new stations over time
- Tracks: Additional tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

## Environmental Milestones

Milestones	Timeline
Preparation of Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Preparation of Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	Summer 2022

## Agency Partners



## Program Overview

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

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



Summer 2022

## Project History

- 1991**  
 Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**  
 Additional Feasibility Studies
- 2013-2016**  
 Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**  
 Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Summer 2021**  
 Release of Final EIS/EIR, public hearing to consider certification of the Final EIS/EIR, issuance of Record of Decision and Notice of Determination
- Summer 2022**  
 Record of Decision and Notice of Determination

## Environmental Process

The environmental analysis prepared for the program is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR was released for public review in 2021 for 45 days. The Final Tier 1/Program EIS/EIR will be available to the public on June 9, 2022.

The Final Tier 1/Program EIS/EIR provides an overview of the Tier 1/Program process, identifies the alternatives considered by the lead agencies prior to coming to a decision, states the lead agencies' decision in regard to the proposed Program, and provides responses to comments received during the public comment period (May 21, 2021 to July 6, 2021) on the Draft EIS/EIR.



## Project Milestones





## Comments Received on the Tier 1/Program Draft EIS/EIR

The Tier 1/Program Draft EIS/EIR was released for public review in May 2021 for 45 days with two virtual public hearings. During this time, 297 public comments were submitted by 9 agencies, 15 organizations, and 273 individuals. Generally, the comments sought clarification of the information presented in the Draft Tier 1/Program EIS/EIR or were beyond the scope of this programmatic corridor-level analysis. Many of the comments received on the Draft Tier 1/Program EIS/EIR identified the recurring topics and themes that would be considered in a subsequent Tier 2/Project-level analysis. These general topics and themes included:

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

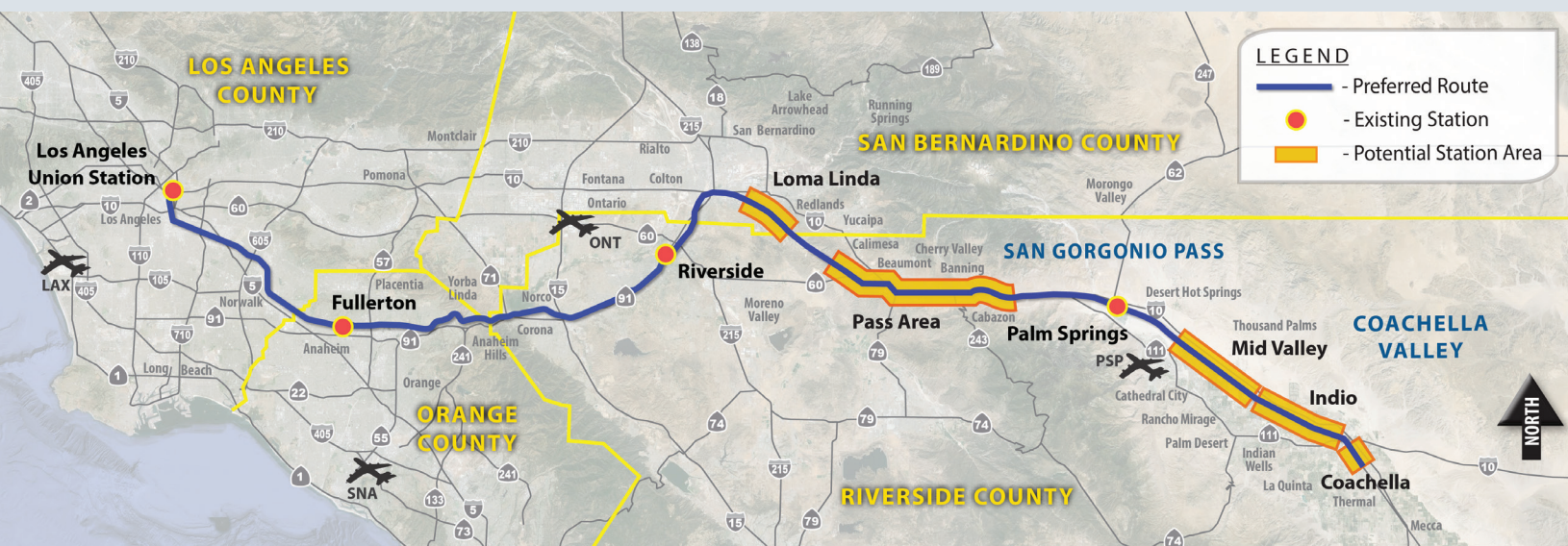
## The Corridor at a Glance

### Western End

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

### Eastern End

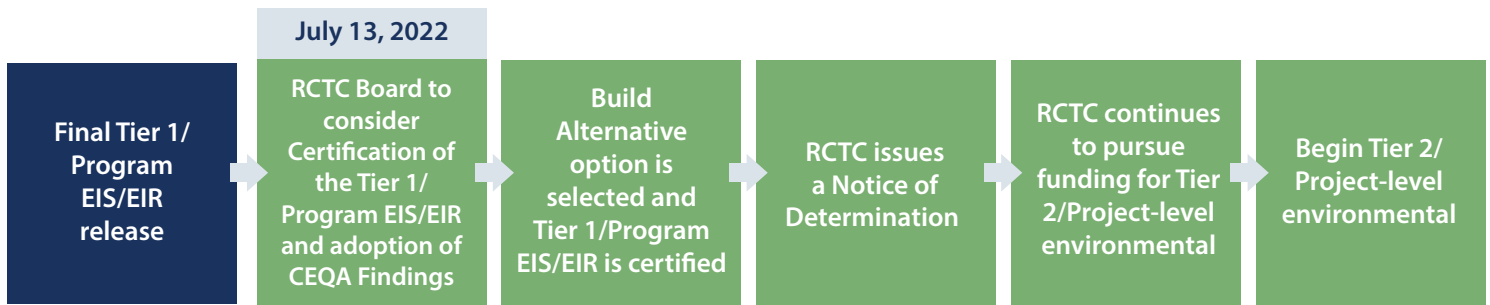
The eastern end of the corridor would give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers would also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near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





## Next Steps

The RCTC Commission is scheduled to consider certification of the Final Tier 1/Program EIS/EIR during the regularly scheduled meeting on July 13, 2022. Visit [RCTC.org/cvrail](https://rctc.org/cvrail) for meeting details.



## Contact Us

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



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