ES.1 Executive Summary

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) prepared this joint Draft Tier 1/Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) to evaluate and disclose the potential environmental consequences of the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program (Program). The Program is proposing the implementation of passenger rail service options between Los Angeles Union Station (LAUS) in Los Angeles County, California and the City of Coachella in Riverside County, California. This corridor-level conceptual study evaluates alternatives along the 144-mile-long Coachella Valley-San Gorgonio Pass Rail Corridor (Program Corridor).

For this Tier 1/Program EIS/EIR, FRA and Caltrans are the joint lead agencies for the environmental review under NEPA, and RCTC is the lead agency under CEQA.

This Tier 1/Program EIS/EIR represents the first step within a tiered approach to NEPA analyses in accordance with the Council on Environmental Quality's (CEQ) Regulations for Implementing NEPA (40 Code of Federal Regulations [CFR] Parts 1500–1508), FRA's Procedures for Considering Environmental Impacts (64 *Federal Register* [FR] 28545, May 26, 1999), and CEQA Guidelines Sections 15168 and 15170. Tiering under NEPA and CEQA involves the evaluation of broad-level programs and issues in an initial Tier 1/Program-level analysis followed by more detailed evaluation of specific improvements in subsequent Tier 2/Project-level analyses.

This Tier 1/Program EIS/EIR evaluates potential environmental impacts of the No Build Alternative and the three Build Alternative Options broadly within 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.

This Tier 1/Program EIS/EIR is the basis for a Tier 2/Project-level analysis by identifying the Build Alternative Option to be advanced for further study and analysis. As such, no construction would be authorized as a result of the Tier 1/Program evaluation. During Tier 2/Project-level analysis, the selected Build Alternative Option identified in the Tier 1/Program-level analysis would be further developed and the environmental effects of the site-specific rail infrastructure and station facilities evaluated prior to final design and construction. The Tier 2/Project-level analysis would include refined engineering design; additional public involvement; site-specific quantitative analyses of environmental effects; and the identification of site-specific avoidance, minimization, and mitigation measures.

ES.1.1 Purpose and Need

The Program's Purpose is to implement a safe, reliable, and convenient intercity passenger rail service in the Program Corridor with the capability to meet the future mobility needs of residents, businesses, and visitors and meet the following objectives:

1. Provides travelers between the Los Angeles Basin and the Coachella Valley with a public transportation service that offers more convenient, reliable, and competitive trip times; better station access; and more frequency than currently available public transportation services
2. Provides travelers between the Los Angeles Basin and the Coachella Valley with an alternative to driving that offers reliable travel schedules
3. Provides travelers between the Los Angeles Basin and the Coachella Valley with an affordable transportation service
4. Serves a range of trip purposes traveling between the Los Angeles Basin and the Coachella Valley, particularly including business and personal trips
5. Improves regional travel opportunities between the Los Angeles Basin and the Coachella Valley for individuals without private vehicles
6. Serves the expected population growth in the Los Angeles Basin and the Coachella Valley
7. Assists regional agencies in meeting air pollution and greenhouse gas (GHG) emission reduction targets as mandated in state and federal regulations

The Program's Need is to address the absence of effective transportation alternatives to personal automobile travel between coastal regions of Southern California (e.g., Los Angeles and Orange Counties) and cities in the Inland Empire (e.g., City of Riverside) and the Coachella Valley (e.g., Cities of Coachella, Indio, Palm Springs); the projected increase in travel demand in the Program

Corridor resulting from population and employment growth; and the increasing unreliability of existing transportation systems within the Program Corridor.

ES.1.2 Program History and Prior Planning Activities

This Tier 1/Program EIS/EIR is preceded by several years of preliminary Program development activities. In 1991, RCTC completed the first in a series of studies evaluating the feasibility of operating one or two daily intercity passenger rail round trips between Los Angeles and Indio. From 1991 to 2013, RCTC completed additional feasibility studies on the Program Corridor. In July 2016, RCTC, in coordination with Caltrans and FRA, prepared and completed the 2016 Alternatives Analysis (AA) Report (summarized in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR) that evaluated a reasonable range of alternatives for implementation of daily intercity passenger rail service between Los Angeles and Indio. The purpose of the 2016 AA Report was to identify a reasonable range of preliminary alternative(s) that could be evaluated in a subsequent Service Development Plan (SDP) and Tier 1/Program EIS/EIR.

ES.1.3 Program Overview

The Program Corridor, which connects the Los Angeles metropolitan area with the Coachella Valley through the San Gorgonio Pass, currently has no daily intercity passenger rail service that services the Coachella Valley. While the Program Corridor contains existing rail lines and rail infrastructure, these existing rail systems currently support freight rail and the occasional Amtrak rail service. The proposed implementation of intercity passenger rail service in the Program Corridor, including the planning and construction of rail infrastructure improvements required to establish the service, are collectively known as the Coachella Valley-San Gorgonio Pass Rail Corridor Service Program.

The Program Corridor runs west-to-east, extending from a western terminus at LAUS to an eastern terminus in either the City of Indio or City of Coachella and consists of two sections: the Western Section and the Eastern Section. The boundary between the Western and Eastern Sections is in the City of Colton, at the intersection of existing railroad lines owned by Union Pacific Railroad (UP) and BNSF.

Passenger train frequencies proposed as part of the Program would consist of two daily round-trip intercity passenger trains operating the entire length of the Program Corridor between Los Angeles and the Cities of Indio or Coachella, with one morning departure and one afternoon departure from each end of the Program Corridor. Both proposed eastern terminus options would require construction of a new station, as neither the City of Indio nor the City of Coachella has existing stations to accommodate the proposed passenger rail service.

ES.1.4 Alternatives Considered

The Tier 1/Program EIS/EIR evaluates the No Build Alternative and three Build Alternative Options in the two geographic sections, as shown on Figure ES-1 through Figure ES-3. The Build Alternative Options have been developed to a level of detail appropriate for a Tier 1/Program service-level evaluation. The Tier 1/Program EIS/EIR Study Area represents the potential area where rail infrastructure improvements and station facilities could be implemented and constructed but does not represent the precise location or footprint of the improvement or facility. If a Build Alternative Option is selected, the Tier 2/Project-level analysis will consider further refinements to the Tier 1/Program EIS/EIR Study Area to optimize performance, reduce cost, and avoid or reduce impacts on properties and environmental resources.

Figure ES-1. Western Section of the Program Corridor (Build Alternative Options 1, 2, and 3)

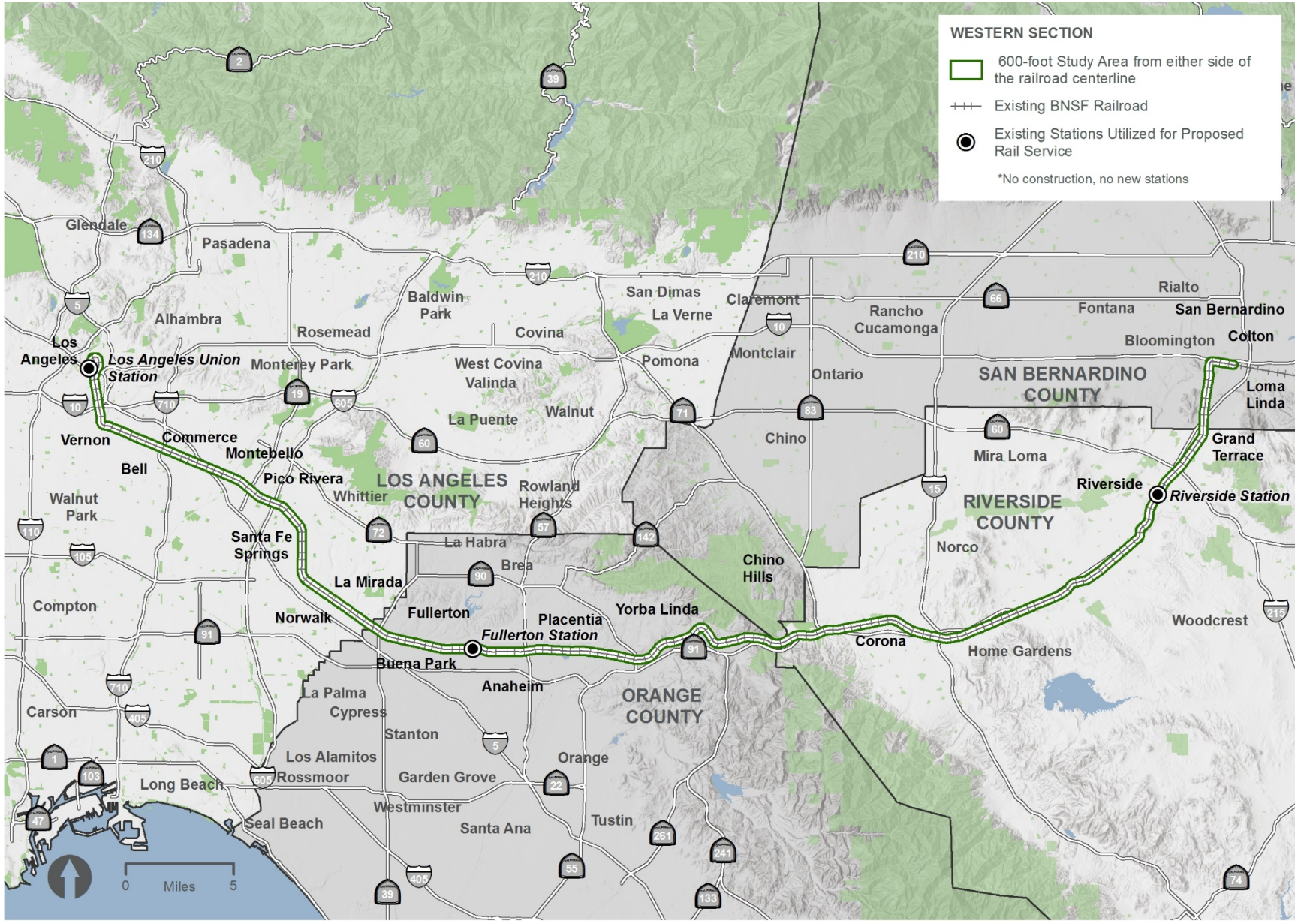

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Figure ES-2. Eastern Section of the Program Corridor (Build Alternative Option 1)

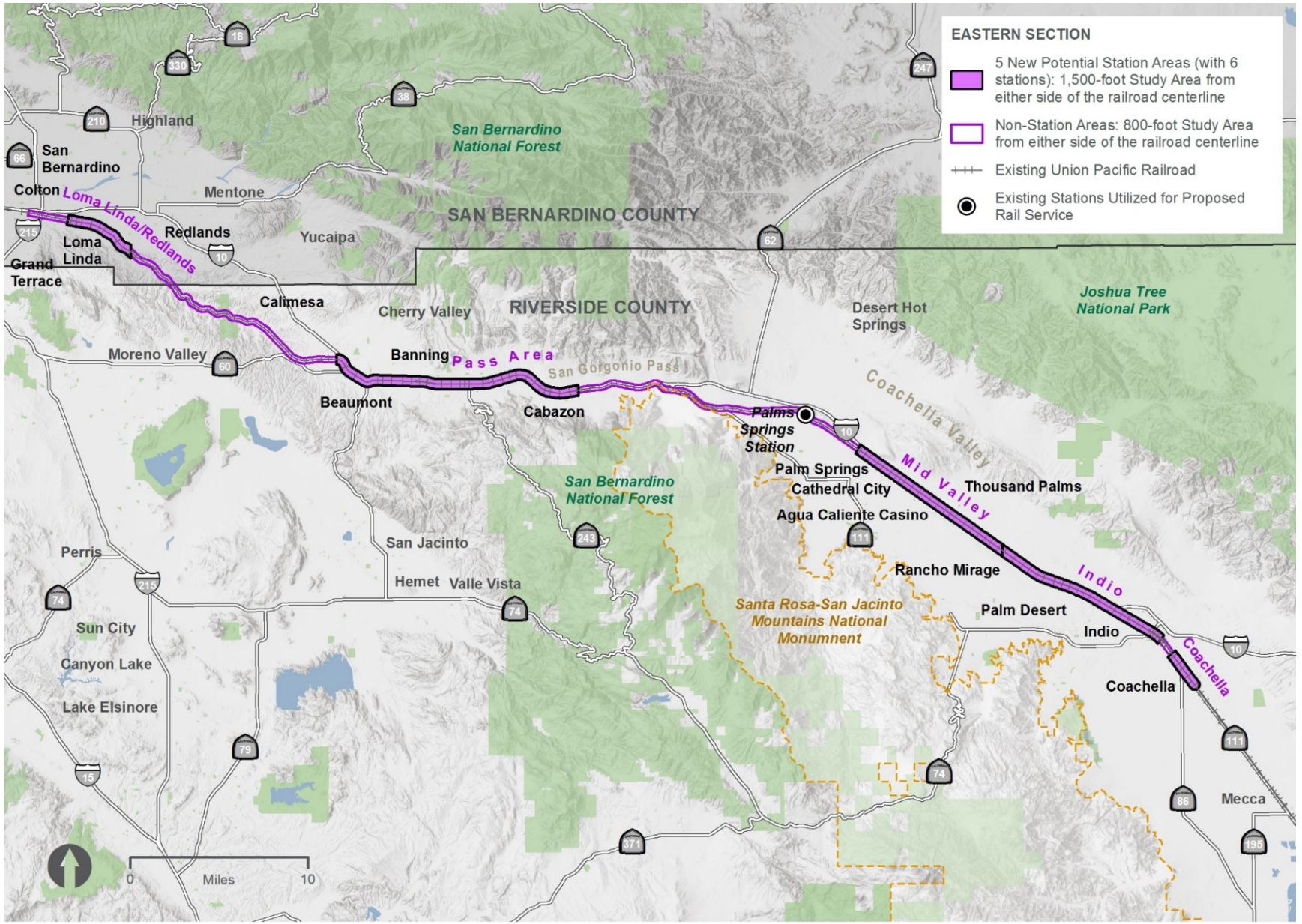

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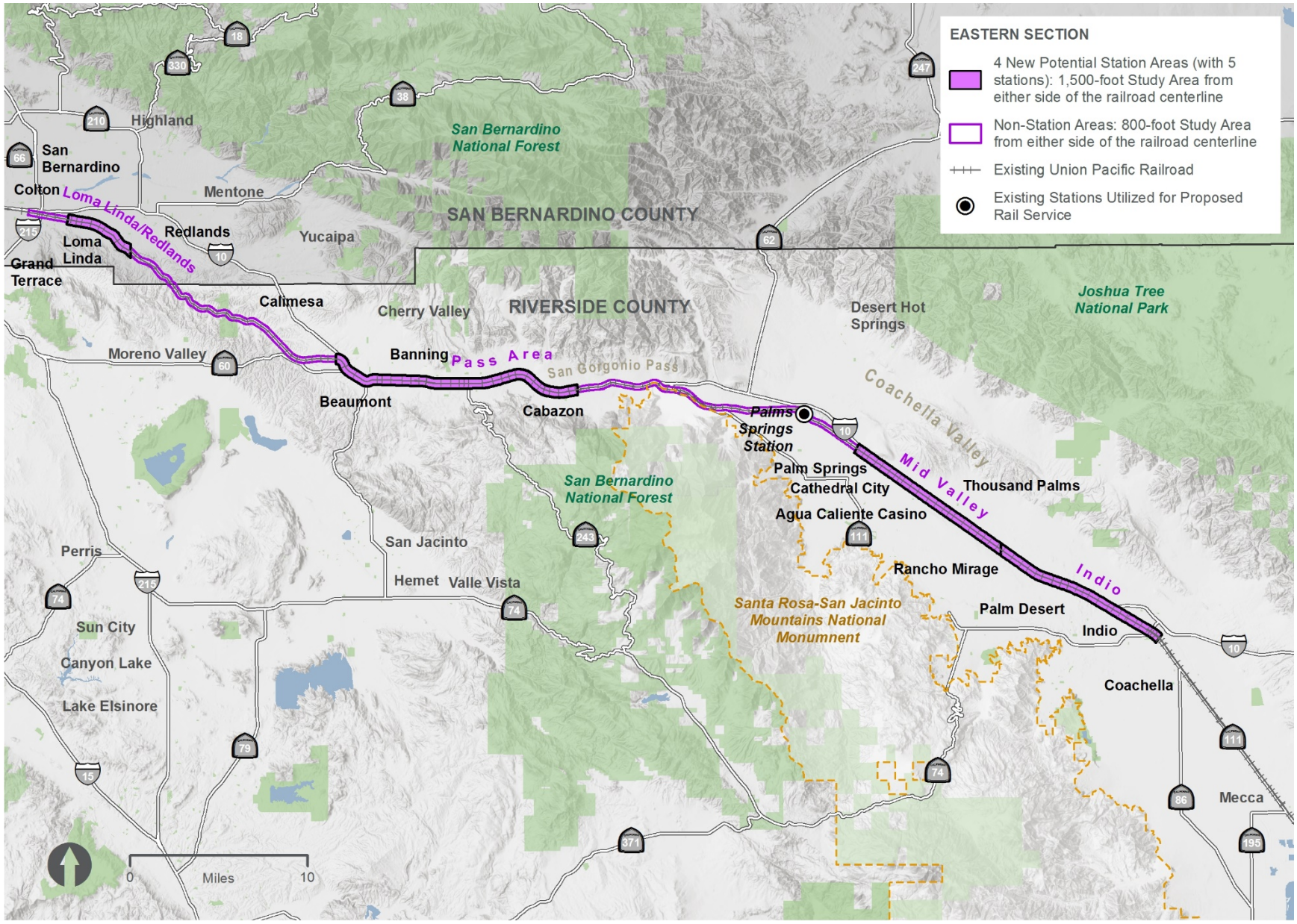
Figure ES-3. Eastern Section of the Program Corridor (Build Alternative Options 2 and 3)



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ES.1.4.1 No Build Alternative

The No Build Alternative would not fulfill the Program's Purpose and Need but is carried forward as a baseline alternative against which the Build Alternative Options are compared. The No Build Alternative assumes no new passenger rail service is implemented in the Program Corridor except for existing and committed transportation improvements (Table 2-7 and Table 2-8 in Chapter 2, Program Alternatives, of this Tier 1/Program EIS/EIR include a full list of programmed and planned capacity improvements projects).

ES.1.4.2 Build Alternative Option 1 (Coachella Terminus)

Build Alternative Option 1 includes a total Program Corridor distance of 144 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating in the City of Coachella, the details of which are as follows:

Western Section. Under Build Alternative Option 1, existing rail infrastructure would be used in the Western Section of the Program Corridor, and no additional railroad infrastructure improvements would be required. LAUS would serve as the western terminus, while existing stations in the Cities of Fullerton and Riverside would be utilized to support the proposed passenger rail service. No new stations or improvements to existing stations would be required to accommodate the proposed service within the Western Section of the Program Corridor.

Eastern Section. Under Build Alternative Option 1, potential new infrastructure improvements on the Eastern Section of the Program Corridor could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. As part of the SDP and Tier 1/Program EIS/EIR process, rail operations simulation modeling is being conducted to identify potential infrastructure needs. Upon completion of the SDP and the Tier 1/Program EIS/EIR process, the specific infrastructure improvements would be determined and refined through coordination and additional consultations with UP, RCTC, Caltrans, and FRA prior to Tier 2/Project-level analysis.[1] Potential rail infrastructure improvements and station facilities could include:

- Up to five new stations;

[1] The Tier 2/Project-level process does not automatically follow the Tier 1/Program process, rather a project would be defined based on the Tier 1/Program Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR) broad project scope and funded at that time. The Tier 2/Project-level process would be a separate environmental document and could be funded and led by an agency other than the Federal Railroad Administration (FRA) and Riverside County Transportation Commission (RCTC), depending upon the source of funding.

- A third main line track to augment the existing two-track main line along the Eastern Section of the Program Corridor to Coachella;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 1, the proposed passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to five new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), 4) the City of Indio, and 5) the City of Coachella as the eastern terminus of the Program Corridor.

As shown on Figure ES-2, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail right-of-way (ROW). The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 1, additional rail infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track, as follows:

- **Station tracks:** The station tracks improvements would consist of construction of new controlled track sidings that augment operational flexibility by creating a location off of the existing main line tracks that would allow passenger trains to stop for the boarding and alighting of passengers at station platforms, thereby reducing rail traffic congestion on the main line tracks. Station tracks would be approximately 1 mile or less in length and located at or near proposed station locations. The station tracks could include, but not be limited to, the following components and/or construction requirements:
    - Components and/or construction requirements of the station tracks may include grading for the additional track, turnout construction pads, and signal berms.
    - Drainage improvements may include culvert extensions and new standalone bridge structures or modifications to existing bridges.
    - Other structural components of station tracks would include roadway overpass modifications or reconstruction, as well as pier protection for existing structures.
    - Retaining walls may be required at certain locations to contain the improvements within the UP ROW.
    - Existing at-grade crossings would require modification to allow for the placement of an additional crossing surface for the new tracks and relocation or replacement of automatic warning devices.
    - Track construction would consist of UP-standard track sections, with track centers of 20 feet or more, using new continuously welded rail. Signal and communication infrastructure would be upgraded and augmented, as required.

- **Third main track**: A third main line track would augment the existing two main tracks along the Eastern Section of the Program Corridor to Coachella. The third main line track would be constructed primarily within the existing UP ROW; however, possible slopes could extend outside the existing UP ROW in certain locations. Many of the features described above for the station track scenario would also be constructed under this scenario, but the construction activities would not be restricted to railroad segments near the proposed stations. To facilitate operation, additional universal crossovers would be constructed, and existing crossover locations may be relocated due to topographic constraints. The third main line track scenario is consistent with the infrastructure improvements proposed through the rail operations modeling work to achieve 90 percent on-time performance of passenger rail service without adding delay to freight rail service in the Eastern Section of the Program Corridor.

ES.1.4.3 Build Alternative Option 2 (Indio Terminus)

Build Alternative Option 2 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 2 would be the same as that described above under Build Alternative Option 1.

Eastern Section. Build Alternative Option 2 would require potential new rail infrastructure improvements on the Eastern Section of the Program Corridor and could include sidings, additional main line track, wayside signals, drainage, grade-separation structures, and station facilities to accommodate the proposed passenger rail service. Potential rail infrastructure improvements and station facilities under Build Alternative Option 2 could include:

- Up to four new stations;
- A third main line track to augment the existing two track main line along the Eastern Section of the Program Corridor to Indio;
- Various crossovers connecting the existing main line tracks to the new third main line track;
- A new second Mt. Vernon connector track in Colton;
- A new siding at Loma Linda to allow passenger trains to meet, reducing delay;
- A new railroad bridge across the Santa Ana River; and
- Additional infrastructure components throughout the Program Corridor including, but not limited to, wayside signals, drainage structures, and grade-separation structures.

Under Build Alternative Option 2, passenger rail services within the Eastern Section of the Program Corridor would use the existing station in the City of Palm Springs. Additionally, up to four new potential stations could be constructed in the following areas: 1) Loma Linda/Redlands Area (serving the Cities of Loma Linda and Redlands), 2) the Pass Area (serving the communities of Beaumont, Banning, and Cabazon), 3) the Mid-Valley Area (serving the communities of Cathedral City, Thousand Palms, the Agua Caliente Casino area, Rancho Mirage, and Palm Desert), and 4) the City of Indio as the eastern terminus of the Program Corridor.

As shown on Figure ES-3, the Tier 1/Program EIS/EIR Study Area for the Eastern Section of the Program Corridor identifies station catchment areas where future station facilities could be constructed in addition to other rail infrastructure improvements along the existing rail ROW. The Tier 1/Program EIS/EIR service-level evaluation does not clear these potential future station facilities or rail infrastructure improvements for construction. Completion of Tier 2/Project-level environmental review would be required prior to implementation of site-specific infrastructure improvements, including station locations.

As part of Build Alternative Option 2, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Option 1; however, the third track under Build Alternative Option 2 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Indio Station Area.

ES.1.4.4 Build Alternative Option 3 (Indio Terminus with Limited Third Track)

Build Alternative Option 3 includes a total Program Corridor distance of 140.25 miles and consists of a Western Section, terminating at LAUS, and an Eastern Section, terminating at the City of Indio, the details of which are as follows:

Western Section. The Western Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Options 1 and 2.

Eastern Section. The Eastern Section under Build Alternative Option 3 would be the same as that described above under Build Alternative Option 2, except for the following differences:

As part of Build Alternative Option 3, additional infrastructure improvements for the Eastern Section of the Program Corridor have been considered. These potential infrastructure improvements include the addition of station tracks and a third main line track. The addition of station tracks would be the same as described under Build Alternative Options 1 and 2; however, the addition of the third main

track would be limited under Build Alternative Option 3 when compared with Build Alternative Options 1 and 2. The limited third track under Build Alternative Option 3 would augment the existing two main tracks along the Eastern Section of the Program Corridor to the proposed Mid-Valley Station Area.

ES.1.4.5 Recommended Preferred Alternative

The No Build Alternative does not meet the Program Purpose and Need and would not shift highway trips within the Program Corridor, reduce congestion, increase access to employment and activity centers, or provide reliable travel times and a level of safety comparable to that offered by passenger rail travel. The No Build Alternative would not connect the suburban and rural areas between Los Angeles and the Coachella Valley with a high-capacity travel option, facilitate continued development of a multimodal transportation network, or provide mobility choices for existing and future needs.

Considering the projected ridership, agency and public input, and potential environmental impacts associated with implementing passenger rail within the Program Corridor, Build Alternative Option 1 is considered to be better performing than Build Alternative Option 2 or 3, with similar potential impacts on the environment. Based on the analysis contained in this Tier 1/Program EIS/EIR service-level evaluation and as summarized in Chapter 7, Evaluation of Alternatives, Build Alternative Option 1 is identified as the recommended preferred alternative for purposes of NEPA and CEQA.

ES.1.5 Summary of Effects

This section summarizes the potential effects of implementation of the Build Alternative Options based on the analysis of the social, economic, and environmental resources documented in Chapter 3, Environmental Analysis, Consequences, and Mitigation. The No Build Alternative is carried forward as a baseline against which the Build Alternative Options are compared. The potential effects, and differences in effects among Build Alternative Options, are described in each resource section and summarized in Table ES-1, respectively. Station locations have not yet been selected, but general considerations regarding station effects are discussed.

The potential for effects and comparison of effects among Build Alternative Options are based on an initial survey of resources within Tier 1/Program EIS/EIR Study Area for each Build Alternative Option.

Table ES-1.Summary of Resource Effects by Build Alternative Option

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Land Use and Planning	***Land Use Compatibility*** Under the No Build Alternative, passenger rail service between Coachella and Los Angeles would not be established, and land would not be allocated for rail infrastructure or station facilities. Although this may prevent potential displacements of existing and planned land uses, it would increase the likelihood for displacing land uses adjacent to existing highways, such as I-10, SR 60, and SR 111, which would likely need to be widened to accommodate the projected demands for capacity as population in the region increases. In addition, the No Build Alternative would be inconsistent with federal, state, and regional plans and policies that promote expansion of existing transportation options, as well as multimodal connectivity throughout the region. ***Agricultural Resources*** No effects on agricultural resources are anticipated under the No Build Alternative.	***Land Use Compatibility*** *Construction:* Negligible effects within Western Section as no construction activities required. Potentially moderate effects could occur within the Eastern Section due to temporary construction effects and permanent ROW acquisitions beyond the extent of the existing railroad ROW. *Operation:* Negligible effects within Western Section as no additional stations or rail infrastructure are required or land use changes anticipated. Potentially moderate effects could occur within the Eastern Section due to the land use changes associated with the addition of new stations and track infrastructure. ***Agricultural Resources*** *Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects could occur within the Eastern Section associated with conversion of designated agricultural land to non-agricultural use. • Prime farmland: 560.40 acres • Unique farmland: 96.70 acres • Farmland of statewide importance: 22.60 acres • Farmland of local importance: 2,623.90 acres • Grazing land: 1,923.20 acres • Agricultural preserve: 760.82 acres *Operation:* Negligible effects in Western Section and Eastern Section once construction activities are completed.	***Land Use Compatibility*** *Construction:* Negligible effects within Western Section as no construction activities required. Potentially moderate effects could occur within the Eastern Section due to temporary construction effects and permanent ROW acquisitions beyond the extent of the existing railroad ROW. *Operation:* Negligible effects within Western Section as no additional stations or rail infrastructure are required or land use changes anticipated. Potentially moderate effects could occur within the Eastern Section due to the land use changes associated with the addition of new stations and track infrastructure. ***Agricultural Resources*** *Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects could occur within the Eastern Section associated with conversion of designated agricultural land to non-agricultural use. • Prime farmland: 362.50 acres • Unique farmland: 96.70 acres • Farmland of statewide importance: 22.60 acres • Farmland of local importance: 2,549.90 acres • Grazing land: 1,923.20 acres • Agricultural preserve: 760.82 acres *Operation:* Negligible effects in Western Section and Eastern Section once construction activities are completed.	***Land Use Compatibility*** *Construction:* Negligible effects within Western Section as no construction activities required. Potentially moderate effects could occur within the Eastern Section due to temporary construction effects and permanent ROW acquisitions beyond the extent of the existing railroad ROW. *Operation:* Negligible effects within Western Section as no additional stations or rail infrastructure are required or land use changes anticipated. Potentially moderate effects could occur within the Eastern Section due to the land use changes associated with the addition of new stations and track infrastructure. ***Agricultural Resources*** *Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects could occur within the Eastern Section associated with conversion of designated agricultural land to non-agricultural use. • Prime farmland: 362.50 acres • Unique farmland: 96.70 acres • Farmland of statewide importance: 22.60 acres • Farmland of local importance: 2,549.90 acres • Grazing land: 1,923.20 acres • Agricultural preserve: 760.82 acres *Operation:* Negligible effects in Western Section and Eastern Section once construction activities are completed.

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Transportation	Under the No Build Alternative, longer travel times and increased VMT would be anticipated as regional growth within the Program Corridor continues and roadway congestion increases. Therefore, the No Build Alternative could result in air quality effects and potential additional noise effects on the surrounding land uses, which could affect sensitive receptors adjacent to existing transportation corridors.	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate to substantial effects in Eastern Section associated with rail operations, railroad/roadway crossings, and traffic due to potential temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes. *Operation:* Build Alternative Option 1 is anticipated to shift auto trips to intercity rail passenger trips, thereby reducing vehicle trips and VMT on the regional highways. *Annual Auto Trips and VMT Reduction by Horizon Year:* Opening Year (2024) auto trip reduction: 107,344 trips Opening Year (2024) VMT reduction: 10,498,246 miles Future Year (2044) auto trip reduction: 178,045 trips Future Year (2044) VMT reduction: 17,412,809 miles *Ridership:* Expected to increase by 66 percent from 204,107 one-way trips in Opening Year (2024) to 338,540 one-way trips in Future Year (2044).	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate to substantial effects in Eastern Section associated with rail operations, railroad/roadway crossings, and traffic due to potential temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes. *Operation:* Build Alternative Option 2 is anticipated to shift auto trips to intercity rail passenger trips, thereby reducing vehicle trips and VMT on the regional highways. *Annual Auto Trips and VMT Reduction by Horizon Year:* Opening Year (2024) auto trip reduction: 99,026 trips Opening Year (2024) VMT reduction: 9,682,718 miles Future Year (2044) auto trip reduction: 164,248 trips Future Year (2044) VMT reduction: 16,060,152 miles *Ridership:* Expected to increase by 66 percent from 188,290 one-way trips in Opening Year (2024) to 312,306 one-way trips in Future Year (2044).	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate to substantial effects in Eastern Section associated with rail operations, railroad/roadway crossings, and traffic due to potential temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes. *Operation:* Build Alternative Option 3 is anticipated to shift auto trips to intercity rail passenger trips, thereby reducing vehicle trips and VMT on the regional highways. *Annual Auto Trips and VMT Reduction by Horizon Year:* Opening Year (2024) auto trip reduction: 99,026 trips Opening Year (2024) VMT reduction: 9,682,718 miles Future Year (2044) auto trip reduction: 164,248 trips Future Year (2044) VMT reduction: 16,060,152 miles *Ridership:* Expected to increase by 66 percent from 188,290 one-way trips in Opening Year (2024) to 312,306 one-way trips in Future Year (2044).

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Visual Quality and Aesthetics	Because no physical changes would occur, no effects on views of visual resources, visual character or quality, or light and glare conditions are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Negligible effects on visual quality and aesthetics within the Eastern Section as construction activities would not permanently obstruct views of the landscape, change the visual character, result in degradation of visual quality, or add significant new sources of light or glare. *Operation:* Negligible effects in Western Section as trains would operate within existing ROW and the addition of two daily roundtrips would not result in notable changes to visual quality and aesthetics. Potentially moderate effects could occur in the Eastern Section if the improvements would remove structures, remove landscaping, or introduce visual elements that are out of scale or otherwise visually incompatible with the existing visual character, and/or add increased light levels or spillover lighting into adjacent areas. *Visual Resources:* Park/trail: 27 Designated scenic highway: 0 NRHP site: 7 NRHP district: 1	*Construction:* Negligible effects in Western Section as no construction activities required. Negligible effects on visual quality and aesthetics within the Eastern Section as construction activities would not permanently obstruct views of the landscape, change the visual character, result in degradation of visual quality, or add significant new sources of light or glare. *Operation:* Negligible effects in Western Section as trains would operate within existing ROW and the addition of two daily roundtrips would not result in notable changes to visual quality and aesthetics. Potentially moderate effects could occur in the Eastern Section if the improvements would remove structures, remove landscaping, or introduce visual elements that are out of scale or otherwise visually incompatible with the existing visual character, and/or add increased light levels or spillover lighting into adjacent areas. *Visual Resources:* Park/trail: 25 Designated scenic highway: 0 NRHP site: 7 NRHP district: 1	*Construction:* Negligible effects in Western Section as no construction activities required. Negligible effects on visual quality and aesthetics within the Eastern Section as construction activities would not permanently obstruct views of the landscape, change the visual character, result in degradation of visual quality, or add significant new sources of light or glare. *Operation:* Negligible effects in Western Section as trains would operate within existing ROW and the addition of two daily roundtrips would not result in notable changes to visual quality and aesthetics. Potentially moderate effects could occur in the Eastern Section if the improvements would remove structures, remove landscaping, or introduce visual elements that are out of scale or otherwise visually incompatible with the existing visual character, and/or add increased light levels or spillover lighting into adjacent areas. *Visual Resources:* Park/trail: 25 Designated scenic highway: 0 NRHP site: 7 NRHP district: 1

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Air Quality and Greenhouse Gases	Projected future growth in the Program Corridor would result in a corresponding increase in traffic and VMT as more cars would be on the roadways. Therefore, traffic congestion is likely to worsen with the No Build Alternative, resulting in air quality effects. Similarly, with the continued trend in increases of VMT within the Program Corridor, fossil fuel consumption and associated GHG emissions would likely increase under the No Build Alternative. Similarly, while no Program-related construction or increase in service would occur, freight and intercity rails trips from other planned and future projects would result in air quality effects within the Program Corridor under the No Build Alternative.	*Construction:* Negligible air quality and GHG effects in the Western Section as no construction activities are proposed. Substantial air quality effects in the Eastern Section could occur due to construction air quality emissions exceeding localized air quality standards. *Operation:* Localized air quality effects could be substantial; however, operation of the Program would generally result in long-term net benefits to air quality through reduction of criteria pollutants through a decrease in regional VMT. Substantial GHG benefits are anticipated as operation would reduce regional vehicle trips and VMT, resulting in a reduction of GHG emissions.	*Construction:* Negligible air quality and GHG effects in the Western Section as no construction activities are proposed. Substantial air quality effects in the Eastern Section could occur due to construction air quality emissions exceeding localized air quality standards. *Operation:* Localized air quality effects could be substantial; however, operation of the Program would generally result in long-term net benefits to air quality through reduction of criteria pollutants through a decrease in regional VMT. Substantial GHG benefits are anticipated as operation would reduce regional vehicle trips and VMT, resulting in a reduction of GHG emissions.	*Construction:* Negligible air quality and GHG effects in the Western Section as no construction activities are proposed. Substantial air quality effects in the Eastern Section could occur due to construction air quality emissions exceeding localized air quality standards. *Operation:* Localized air quality effects could be substantial; however, operation of the Program would generally result in long-term net benefits to air quality through reduction of criteria pollutants through a decrease in regional VMT. Substantial GHG benefits are anticipated as operation would reduce regional vehicle trips and VMT, resulting in a reduction of GHG emissions.
Noise and Vibration	No Program-related construction or increase in service would occur; however, freight and intercity train trips would increase in frequency due to regional growth and demand from other projects. Under the No Build Alternative, ambient noise and vibration levels from existing train operations and local traffic would continue. While no Program-related construction or increase in service would occur, rail noise is anticipated to increase within the Program Corridor.	*Construction:* Negligible noise and vibration effects in the Western Section as no construction activities are proposed. Substantial noise effects and moderate vibration effects in the Eastern Section due to construction noise and vibration levels exceeding FTA or local standards at sensitive receptors. *Operation:* Negligible noise and vibration effects associated with continued operation of trains and stations within Western Section. Moderate noise effects within the Eastern Section due to addition of new station locations and new rail infrastructure, which could have an effect on adjacent noise sensitive uses. Negligible vibration effects within the Eastern Section.	*Construction:* Negligible noise and vibration effects in the Western Section as no construction activities are proposed. Substantial noise effects and moderate vibration effects in the Eastern Section due to construction noise and vibration levels exceeding FTA or local standards at sensitive receptors. *Operation:* Negligible noise and vibration effects associated with continued operation of trains and stations within Western Section. Moderate noise effects within the Eastern Section due to addition of new station locations and new rail infrastructure, which could have an effect on adjacent noise sensitive uses. Negligible vibration effects within the Eastern Section.	*Construction:* Negligible noise and vibration effects in the Western Section as no construction activities are proposed. Substantial noise effects and moderate vibration effects in the Eastern Section due to construction noise and vibration levels exceeding FTA or local standards at sensitive receptors. *Operation:* Negligible noise and vibration effects associated with continued operation of trains and stations within Western Section. Moderate noise effects within the Eastern Section due to addition of new station locations and new rail infrastructure, which could have an effect on adjacent noise sensitive uses. Negligible vibration effects within the Eastern Section.

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Jurisdictional Waters and Wetland Resources	No effects on jurisdictional waters and wetland resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to temporary construction activities in proximity to jurisdictional waters and wetlands. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance of culverts, bridges, embankments, and station areas. *Waterbodies:* 38 waterbodies *Wetlands:* 355 wetlands (731 acres)	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to temporary construction activities in proximity to jurisdictional waters and wetlands. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance of culverts, bridges, embankments, and station areas. *Waterbodies:* 38 waterbodies *Wetlands:* 353 wetlands (729.78 acres)	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to temporary construction activities in proximity to jurisdictional waters and wetlands. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance of culverts, bridges, embankments, and station areas. *Waterbodies:* 38 waterbodies *Wetlands:* 353 wetlands (729.78 acres)
Biological Resources	No effects on biological resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial construction effects within the Eastern Section due to the numerous biological resources within the Program's potential construction footprint. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance activities (e.g., application of pesticides and herbicides, addition of light sources that could disrupt wildlife habitat/movement and increased human activity). *Sensitive Vegetation Communities:* 5 sensitive communities with potential to occur *Special-Status Plant Species:* 22 species with potential to occur *Special-Status Wildlife Species:* 66 species with potential to occur *Wildlife Movement Corridors:* 1 (San Bernardino-San Jacinto Connection)	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial construction effects within the Eastern Section due to the numerous biological resources within the Program's potential construction footprint. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance activities (e.g., application of pesticides and herbicides, addition of light sources that could disrupt wildlife habitat/movement and increased human activity). *Sensitive Natural Communities:* 5 sensitive communities with potential to occur *Special-Status Plant Species:* 22 species with potential to occur *Special-Status Wildlife Species:* 66 species with potential to occur *Wildlife Movement Corridors:* 1 (San Bernardino-San Jacinto Connection)	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial construction effects within the Eastern Section due to the numerous biological resources within the Program's potential construction footprint. *Operation:* Negligible effects in Western Section associated with continued operation of trains and stations within existing ROW. Potentially moderate effects in the Eastern Section associated with maintenance activities (e.g., application of pesticides and herbicides, addition of light sources that could disrupt wildlife habitat/movement and increased human activity). *Sensitive Natural Communities:* 5 sensitive communities with potential to occur *Special-Status Plant Species:* 22 species with potential to occur *Special-Status Wildlife Species:* 66 species with potential to occur *Wildlife Movement Corridors:* 1 (San Bernardino-San Jacinto Connection)

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Floodplains, Hydrology, and Water Quality	No effects on floodplains, hydrology, or water quality are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects within the Eastern Section on floodplains, hydrology, and water quality would occur as a result of construction activities in proximity to these water resources. *Operation:* Negligible effects in both the Western and Eastern Sections due to compliance with legislation governing impacts on water resources.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects within the Eastern Section on floodplains, hydrology, and water quality would occur as a result of construction activities in proximity to these water resources. *Operation:* Negligible effects in both the Western and Eastern Sections due to compliance with legislation governing impacts on water resources.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects within the Eastern Section on floodplains, hydrology, and water quality would occur as a result of construction activities in proximity to these water resources. *Operation:* Negligible effects in both the Western and Eastern Sections due to compliance with legislation governing impacts on water resources.
Geology, Soils, Seismicity, and Paleontological Resources	Because no physical changes associated with the Program would occur, no effects on geology, soils, seismicity, and paleontological and mineral resources are anticipated under the No Build Alternative. However, due to the seismic nature of Southern California, geologic hazards such as seismically induced fault rupture, ground shaking, landslides, and liquefaction may still occur under the No Build Alternative.	***Seismic and Geologic Hazards*** *Construction.* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas within seismic zones and areas geologically ill-suited (e.g., prone to landslides, underlain by expansive soils, etc.,) to railroad infrastructure. *Operation.* Negligible effects in Western Section as no additional infrastructure proposed. Potentially moderate effects in the Eastern Section due to the proposed route alternative traversing a seismically active region. ***Paleontological Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section due to excavation within paleontologically sensitive areas. *Operation.* Negligible effects as operation in the Western and Eastern Sections would not involve sub-surface excavations. ***Mineral Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as land designated for mineral resource extraction could be converted to transportation use. *Operation.* Negligible effects in the Western and Eastern Sections as operation would not involve sub-surface excavations.	***Seismic and Geologic Hazards*** *Construction.* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas within seismic zones and areas geologically ill-suited (e.g., prone to landslides, underlain by expansive soils, etc.,) to railroad infrastructure. *Operation.* Negligible effects in Western Section as no additional infrastructure proposed. Potentially moderate effects in the Eastern Section due to the proposed route alternative traversing a seismically active region. ***Paleontological Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section due to excavation within paleontologically sensitive areas. *Operation.* Negligible effects as operation in the Western and Eastern Sections would not involve sub-surface excavations. ***Mineral Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as land designated for mineral resource extraction could be converted to transportation use. *Operation.* Negligible effects in the Western and Eastern Sections as operation would not involve sub-surface excavations.	***Seismic and Geologic Hazards*** *Construction.* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas within seismic zones and areas geologically ill-suited (e.g., prone to landslides, underlain by expansive soils, etc.,) to railroad infrastructure. *Operation.* Negligible effects in Western Section as no additional infrastructure proposed. Potentially moderate effects in the Eastern Section due to the proposed route alternative traversing a seismically active region. ***Paleontological Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section due to excavation within paleontologically sensitive areas. *Operation.* Negligible effects as operation in the Western and Eastern Sections would not involve sub-surface excavations. ***Mineral Resources*** *Construction.* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as land designated for mineral resource extraction could be converted to transportation use. *Operation.* Negligible effects in the Western and Eastern Sections as operation would not involve sub-surface excavations.

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Hazards and Hazardous Materials	Because no physical changes would occur, no effects on hazards or hazardous materials are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas located in proximity to hazardous materials sites, fire hazard severity zones, and airport influence areas. *Operation:* Negligible effects in both the Western and Eastern Sections as any operational use/transport of hazardous materials would be in compliance with state and federal law. *Number of Hazardous Materials Regulatory Database Listings:* 2,282 *Fire Hazard Severity Zones:* 4,048.7 acres *Airports/Airport Influence Areas:* 8 *Schools within 0.25 mile:* 26	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas located in proximity to hazardous materials sites, fire hazard severity zones, and airport influence areas. *Operation:* Negligible effects in both the Western and Eastern Sections as any operational use/transport of hazardous materials would be in compliance with state and federal law. *Number of Hazardous Materials Regulatory Database Listings:* 2,203 *Fire Hazard Severity Zones:* 4,048.7 acres *Airports/Airport Influence Areas:* 7 *Schools within 0.25 mile:* 23	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to construction in areas located in proximity to hazardous materials sites, fire hazard severity zones, and airport influence areas. *Operation:* Negligible effects in both the Western and Eastern Sections as any operational use/transport of hazardous materials would be in compliance with state and federal law. *Number of Hazardous Materials Regulatory Database Listings:* 2,203 *Fire Hazard Severity Zones:* 4,048.7 acres *Airports/Airport Influence Areas:* 7 *Schools within 0.25 mile:* 23
Public Utilities and Energy	Because no physical changes would occur, no effects on public utilities or solid waste facilities are anticipated under the No Build Alternative. However, projected future growth in the Program Corridor would result in a corresponding increase in traffic and VMT as more cars would be on the roadways. Therefore, traffic congestion is likely to worsen with the No Build Alternative, resulting in air quality effects. Similarly, with the continued trend in increases of VMT within the Program Corridor, energy consumption would likely increase under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to conflicts with existing utility infrastructure during construction. Potentially moderate effects pertaining to water and energy use during construction in the Eastern Section as construction of the Program would require consumption of available resources; however, existing supplies would be sufficient. *Operation:* Negligible effects in Western Section as existing tracks would be utilized and maintenance conducted within the existing ROW. Potentially moderate effects in the Eastern Section due to increased demand for water, energy, wastewater treatment, and solid waste disposal. *Electric transmission lines:* 180 *Natural gas pipelines:* 6 *Oil/petroleum product pipelines: 7* *Canals/aqueducts:* 1 *Landfills in proximity:* 27	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to conflicts with existing utility infrastructure during construction. Potentially moderate effects pertaining to water and energy use during construction in the Eastern Section as construction of the Program would require consumption of available resources; however, existing supplies would be sufficient. *Operation:* Negligible effects in Western Section as existing tracks would be utilized and maintenance conducted within the existing ROW. Potentially moderate effects in the Eastern Section due to increased demand for water, energy, wastewater treatment, and solid waste disposal. *Electric transmission lines:* 174 *Natural gas pipelines:* 6 *Oil/petroleum product pipelines: 7* *Canals/aqueducts:* 1 *Landfills in proximity:* 27	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section due to conflicts with existing utility infrastructure during construction. Potentially moderate effects pertaining to water and energy use during construction in the Eastern Section as construction of the Program would require consumption of available resources; however, existing supplies would be sufficient. *Operation:* Negligible effects in Western Section as existing tracks would be utilized and maintenance conducted within the existing ROW. Potentially moderate effects in the Eastern Section due to increased demand for water, energy, wastewater treatment, and solid waste disposal. *Electric transmission lines:* 174 *Natural gas pipelines:* 6 *Oil/petroleum product pipelines: 7* *Canals/aqueducts:* 1 *Landfills in proximity:* 27

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Cultural Resources	Because no physical changes would occur, no effects on cultural resources are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as construction activities could result in damage and disturbance of cultural resources, including previously unknown buried cultural resources and/or human remains. *Operation:* Negligible effects in both the Western and Eastern Sections as operational activities would be predominantly located in the railroad ROW with low probability of damaging cultural resources and/or human remains. *Number of Known Cultural Resources:* 384 (117 archaeological sites and 267 built environment resources). Of these 384 known cultural resources, 1 resource is a listed NRHP property, 41 resources are potentially eligible for NRHP or CRHR listing, and 188 resources have not been evaluated for NRHP or CRHR eligibility.	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as construction activities could result in damage and disturbance of cultural resources, including previously unknown buried cultural resources and/or human remains. *Operation:* Negligible effects in both the Western and Eastern Sections as operational activities would be predominantly located in the railroad ROW with low probability of damaging cultural resources and/or human remains. *Number of Known Cultural Resources:* 361 (112 archaeological sites and 249 built environment resources). Of these 361 known cultural resources, 1 resource is a listed NRHP property, 36 resources are potentially eligible for NRHP or CRHR listing, and 171 resources have not been evaluated for NRHP or CRHR eligibility.	*Construction:* Negligible effects in Western Section as no construction activities required. Substantial effects in the Eastern Section as construction activities could result in damage and disturbance of cultural resources, including previously unknown buried cultural resources and/or human remains. *Operation:* Negligible effects in both the Western and Eastern Sections as operational activities would be predominantly located in the railroad ROW with low probability of damaging cultural resources and/or human remains. *Number of Known Cultural Resources:* 361 (112 archaeological sites and 249 built environment resources). Of these 361 known cultural resources, 1 resource is a listed NRHP property, 36 resources are potentially eligible for NRHP or CRHR listing, and 171 resources have not been evaluated for NRHP or CRHR eligibility.

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Parklands and Community Services	Because no physical changes would occur, no effects on parklands or community services are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate effects in Eastern Section could result on existing parklands and community facilities if the resources are near where an infrastructure improvement or station is being constructed and/or if parklands would be acquired and demolished to construct the proposed improvements. *Operation:* Negligible effects in Western Section as operation would occur within an existing railroad ROW. Potentially moderate effects in the Eastern Section as new station areas could encourage transit-oriented development and associated increases in population and, in turn, increases in the use of existing parks and community facilities; however, operation of the new railroad infrastructure and stations would not be anticipated to require new or physically altered parklands and community facilities. *Park/trail:* 27 *Place of worship:* 90 *Educational facility:* 27 *Healthcare facility:* 8 *Fire protection facility:* 9 *Law enforcement facility:* 6	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate effects in Eastern Section could result on existing parklands and community facilities if the resources are near where an infrastructure improvement or station is being constructed and/or if parklands would be acquired and demolished to construct the proposed improvements. *Operation:* Negligible effects in Western Section as operation would occur within an existing railroad ROW. Potentially moderate effects in the Eastern Section as new station areas could encourage transit-oriented development and associated increases in population and, in turn, increases in the use of existing parks and community facilities; however, operation of the new railroad infrastructure and stations would not be anticipated to require new or physically altered parklands and community facilities. *Park/trail:* 25 *Place of worship: 85* *Educational facility:* 23 *Healthcare facility: 6* *Fire protection facility:* 9 *Law enforcement facility:* 6	*Construction:* Negligible effects in Western Section as no construction activities required. Moderate effects in Eastern Section could result on existing parklands and community facilities if the resources are near where an infrastructure improvement or station is being constructed and/or if parklands would be acquired and demolished to construct the proposed improvements. *Operation:* Negligible effects in Western Section as operation would occur within an existing railroad ROW. Potentially moderate effects in the Eastern Section as new station areas could encourage transit-oriented development and associated increases in population and, in turn, increases in the use of existing parks and community facilities; however, operation of the new railroad infrastructure and stations would not be anticipated to require new or physically altered parklands and community facilities. *Park/trail:* 25 *Place of worship: 85* *Educational facility:* 23 *Healthcare facility: 6* *Fire protection facility:* 9 *Law enforcement facility:* 6

Environmental Topic	No Build Alternative	Build Alternative Option 1	Build Alternative Option 2	Build Alternative Option 3
Safety and Security	Because no physical changes would occur, no effects on safety and security are anticipated under the No Build Alternative.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate in the Eastern Section effects associated with construction as temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes could result in safety hazards during construction. *Operation:* Negligible effects in the Western Section as the addition of two daily round trips would not change the existing safety and security protocols for passengers, transit employees, and the public in or near the existing passenger rail system or station facilities. Potentially moderate effects in the Eastern Section due to implementation of new infrastructure requiring new rail safety equipment and protocols.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section associated with construction as temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes could result in safety hazards during construction. *Operation:* Negligible effects in the Western Section as the addition of two daily round trips would not change the existing safety and security protocols for passengers, transit employees, and the public in or near the existing passenger rail system or station facilities. Potentially moderate effects in the Eastern Section due to implementation of new infrastructure requiring new rail safety equipment and protocols.	*Construction:* Negligible effects in Western Section as no construction activities required. Potentially moderate effects in the Eastern Section associated with construction as temporary closure of lanes, sidewalks, bicycle lanes and routes, driveways, streets, and freeway lanes could result in safety hazards during construction. *Operation:* Negligible effects in the Western Section as the addition of two daily round trips would not change the existing safety and security protocols for passengers, transit employees, and the public in or near the existing passenger rail system or station facilities. Potentially moderate effects in the Eastern Section due to implementation of new infrastructure requiring new rail safety equipment and protocols.

Notes:

CRHR=California Register of Historical Resources; FTA=Federal Transit Administration; GHG=greenhouse gas; I=Interstate; NRHP=National Register of Historic Places; ROW=right-of-way; SR=State Route; VMT=vehicle miles traveled

ES.1.6 Avoidance, Minimization, and Mitigation Strategies

The avoidance, minimization, and mitigation strategies described in this Tier 1/Program-level EIS/EIR are not intended to be exhaustive for site-specific impacts. Each resource analysis in Chapter 3, Environmental Analysis, Consequences, and Mitigation, includes a list of avoidance, minimization, and mitigation strategies that would be considered and further developed at the Tier 2/Project-level analysis. Strategies include conceptual avoidance and minimization measures for the next phase of design, suggestions for programmatic agreements, and descriptions of options for replacing or reestablishing the affected resources.

ES.1.7 Public Review of Tier 1/Program Draft EIS/EIR

This Draft Tier 1/Program EIS/EIR is being made available to the public for review and comment and distributed to agencies and stakeholders with jurisdiction, expertise, or interest in the issues involved in the Tier 1/Program Draft EIS/EIR document.

ES.1.7.1 Document Availability

In accordance with Governor Newsom's Executive Order (EO) N-54-20 in effect during the COVID-19 public health emergency, the requirement to provide general public access to physical copies of CEQA notices and public review documents has been suspended until further notice. Instead, access to electronic versions of the CEQA notices and documents is required. The Draft Tier 1/Program EIS/EIR with technical appendices is available for review online on RCTC's website (https://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/) and FRA's website (https://railroads.dot.gov/environment/environmental-reviews/coachella-valley-san-gorgonio-pass-corridor-investment-plan).

Requests for hard copies of the Draft Tier 1/Program EIS/EIR with technical appendices may be sent to:

Riverside County Transportation Commission

Sheldon Peterson, Rail Manager

P.O. Box 12008

Riverside, California 92502-2208

or via email to cvrail@rctc.org

Hard copies of the Draft Tier 1/Program EIS/EIR Executive Summary and CD copies of the entire Draft Tier 1/Program EIS/EIR with accompanying technical appendices will also be available for public view at the following locations (subject to library location hours and COVID-19 procedures):

Los Angeles Union Station/Metro Library and Archive One Gateway Plaza 15th Floor Los Angeles, California 90012 (Hard copy of the Draft EIS/EIR and appendices available in English and hard copy of Executive Summary available in English and Spanish)	Fullerton Public Library 353 W Commonwealth Avenue Fullerton, California 92832 (Hard copy of Executive Summary available in English and Spanish)	Arlington Library 9556 Magnolia Avenue Riverside, California 92503 (Hard copy of Executive Summary available in English and Spanish)
Riverside County Transportation Commission 4080 Lemon Street Riverside, California 92501 (Hard copy of the Draft EIS/EIR and appendices available in English and hard copy of Executive Summary available in English and Spanish)	Colton Public Library 656 N 9th Street Colton, California 92324 (Hard copy of Executive Summary available in English and Spanish)	Loma Linda Branch Library 25581 Barton Road Loma Linda, California 92354 (Hard copy of Executive Summary available in English and Spanish)
A.K. Smiley Public Library 125 W. Vine Street Redlands, California 92373 (Hard copy of Executive Summary available in English and Spanish)	Beaumont Library 125 E. Eighth Street Beaumont, California 92223 (Hard copy of Executive Summary available in English and Spanish)	Banning Public Library 21 W. Nicolet Street Banning, California 92220 (Hard copy of Executive Summary available in English and Spanish)
Palm Springs Public Library 300 S. Sunrise Way Palm Springs, California 92262 (Hard copy of Executive Summary available in English and Spanish)	Riverside County Indio Branch Library 200 Civic Center Mall Indio, California 92201 (Hard copy of Executive Summary available in English and Spanish)	Riverside County Coachella Branch Library 1500 6th Street Coachella, California 92236 (Hard copy of Executive Summary available in English and Spanish)

ES.1.7.2 Providing Comments on the Tier 1/Program Draft EIS/EIR

Public agencies and the public are invited to comment on the scope and content of the environmental information included in the Draft Tier 1/Program EIS/EIR. FRA, Caltrans, and RCTC will make the Draft Tier 1/Program EIS/EIR available for at least 45 days to allow for public review and comment. The comment period for the Draft Tier 1/Program EIS/EIR extends from May 21, 2021 to July 6, 2021.

Provide your written comments, including specific statutory responsibilities of your agency, as applicable. Written comments on the content of the Draft Tier 1/Program EIS/EIR should be submitted no later than July 6, 2021. The document can be viewed at the websites noted above and https://www.regulations.gov/docket/FRA-2021-0048. Comments can be shared directly with FRA by visiting the regulations.gov link (above) or by searching regulations.gov for Docket Number (FRA-2021-0048). All electronic comments should be submitted via regulations.gov.

Written comments should be sent via United States (U.S.) mail to:

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 Program – Draft Tier 1/Program EIS/EIR Comments” in the subject line and the name of a contact person in your organization, if applicable.

ES.1.7.3 Public Hearings

The purpose of the public hearings is to explain the Program and the Draft Tier 1/Program EIS/EIR evaluation. FRA, Caltrans, and RCTC have scheduled two public hearings as an important component of the NEPA and CEQA process. The virtual public hearings for the Program are scheduled as follows:

June 22, 2021, 06:00 p.m.

June 26, 2021, 09:00 a.m.

Public hearing materials and information will be available prior to the public hearings on the RCTC website: http://www.rctc.org/projects/coachella-valley-san-gorgonio-pass-corridor-rail-corridor-service-project/.

The format of the public hearing will consist of a Program overview. Following presentation of the Program, meeting attendees will be able to virtually participate and are encouraged to provide questions and comments on the Program. Comments on the Draft Tier 1/Program EIS/EIR from the public during the public hearing may be submitted virtually via court reporter. Spanish language translators will be present during the public hearings. People requesting Americans with Disabilities Act accommodations or additional translator services are encouraged to contact RCTC at (909) 627-2974 at least 72 hours in advance of the meetings.