



U.S. Department of Transportation
Federal Railroad Administration



RIVERSIDE
COUNTY
TRANSPORTATION
COMMISSION



Appendix C – Comments Received on Draft Tier 1/Program EIS/EIR

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

June 2022

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Appendix C-1
Agency Comments

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Comment Letter A-01



July 6, 2021

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Comments from San Bernardino County Transportation Authority on the draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coachella Valley-San Geronimo Pass Rail Corridor Service Program

Dear Ms. Ciampolillo:

This letter represents the San Bernardino County Transportation Authority's (SBCTA's) comments on the draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coachella Valley-San Geronimo Pass Rail Corridor Service Program, dated May 2021. The EIS/EIR has been prepared by the Riverside County Transportation Commission (RCTC), in coordination with the Federal Railroad Administration (FRA) and the California Department of Transportation (Caltrans).

While SBCTA strongly supports improvements in passenger rail service in Southern California, and has been investing in systems such as Metrolink for almost three decades now, we have several questions/concerns about the Coachella Valley Rail (CV Rail) proposal.

Our primary comments are less concerned with the passenger service itself, which involves only two round trip trains per day. We support the concept of this additional passenger rail connectivity, recognizing that there are elements remaining to be worked out with local jurisdictions, such as potential station locations. Rather, our comments are more focused on the increase in overall train volumes that the proposed third track between Colton and Indio/Coachella will enable.

The draft EIS/EIR does not touch on this point, and we believe the final EIS/EIR should be more transparent about the potential usage of the third track by freight rail and the framework for agreements that will need to be put in place between the CV Rail project sponsors/operators and the Union Pacific Railroad (UP). Some background behind our concern is provided below. For example, page 2-25 of the EIS/EIR states:

"The No Build Alternative includes forecast growth in freight traffic on UP's Yuma Subdivision. The California State Rail Plan (Caltrans 2018) anticipates that rail intermodal traffic in California will increase at a compound annual growth rate of 2.9 percent through 2040 and that rail carload traffic will increase at a compound annual growth rate of 1.7 percent through 2040, which could add approximately 50 additional freight trains to UP's Yuma Subdivision. This growth forecast is consistent with growth projections provided by UP for computerized rail operations modeling simulations undertaken by RCTC for the Program."

A-01-1

1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

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909.884.8276 Phone
909.885.4407 Fax

Comment Letter A-01. cont.

July 6, 2021

Federal Railroad Administration / Amanda Ciampolillo

Page 2

This forecast growth represents a doubling of freight trains through mixed residential/commercial areas of San Bernardino County by 2040 and is consistent with forecasts provided by the Southern California Association of Governments (SCAG). Some of the communities along the route are concerned that the third track, that would be environmentally cleared under the auspices of the CV Rail project, will enable this substantial growth in freight rail to occur more readily, with all the associated impacts. This is clearly a possibility, yet the CV Rail EIS/EIR is silent on the subject. At the same time, the agencies verbally acknowledge that UP will be able to use the third track to optimize operations, as discussed in prior CV Rail workshops. It should be noted that all the growth in freight rail volumes is assumed in the no-build scenario, and we question whether this assumption is entirely valid.

A-01-1
cont.

There are already substantial community concerns about gate down time leading to increased vehicular delays on main thoroughfares, as well as rail, engine and train horn noise experienced both day and night, through the San Bernardino County communities of Redlands, Loma Linda, Colton, and Grand Terrace, plus a small section of unincorporated area. A map is attached showing city boundaries and the rail alignment. The sponsoring agencies appear to be positioning the Tier 1 EIS/EIR to enable environmental clearance of the third track in the Tier 2 document showing very limited impact from the CV Rail project, when in fact the third track would enable substantial additional freight rail with potentially major impacts. We think that this potential outcome needs to be mentioned, evaluated, and explained in the Tier 1 final document, in the interest of transparency and sensitivity toward communities that will be further impacted in San Bernardino County. It is difficult to envision how the third track would not allow for additional growth in freight rail volumes.

A-01-2

A-01-3

SBCTA is sensitive to this issue as there have been other recent developments in the UP and Burlington Northern Santa Fe (BNSF) corridors in San Bernardino County that portend a major increase in freight and truck traffic in the coming years in the communities we serve. A major new BNSF intermodal facility in Colton is being environmentally cleared as part of the California High-Speed Rail program's Los Angeles to Anaheim segment. The Colton Intermodal Facility is identified in one sentence on page 80 of the recently-adopted 2020 California High Speed Rail Business Plan, yet from a local standpoint, this facility will have major impacts on traffic, air quality, noise, and visual effects. Spokespersons for the California High-Speed Rail have indicated that the proposed Colton facility will be larger than the current BNSF San Bernardino Intermodal Facility immediately adjacent to SBCTA's offices. See page 80 of the Business Plan at: <https://hsr.ca.gov/about/high-speed-rail-business-plans/2020-business-plan/> for reference to the BNSF facility.

A-01-4

Union Pacific Railroad also recently announced the transition of their rail facilities just south of Interstate 10 in Fontana, unincorporated County, and west Colton to an intermodal operation, with no environmental review or public input required. The communities that would be impacted by the expanded BNSF and UP operations are some of the most disadvantaged communities in the state.

Within this context, we trust that FRA, RCTC, and Caltrans understand why SBCTA and our local jurisdiction members would be concerned with the freight-related implications of the CV Rail project. With California High-Speed Rail, the benefits accrue to Los Angeles and Orange Counties, while the freight impacts would be experienced by the disadvantaged

Comment Letter A-01. cont.

July 6, 2021
Federal Railroad Administration / Amanda Ciampolillo
Page 3

communities in San Bernardino County. These same communities can now envision a scenario in which the well-intended expansion of capacity for passenger rail to the Coachella Valley would have the consequence (intended or not) of increasing freight impacts. It is imperative that this possible scenario be explained in a transparent way by answering the following questions at a minimum:

A-01-4
cont.

1. Given that there are only two round trip CV Rail passenger trains per day, specifically how will the third track be used by UP?
2. How much additional growth will the third track enable? We understand that a rule of thumb is that an additional track could add capacity for approximately 40 trains per day. The future forecast is for an average of 88 trains per day in demand. The peak season demand would be at least an additional ten percent (based on seasonal variations in port container volumes), so this means potentially 100 trains per day in peak season demand in 2040. A 2007 report by the Association of American Railroads cited a two-track freight rail line could accommodate up to 75 trains per day. How would the additional 25 peak trains be accommodated? The implication is that the third track would be needed to make that happen, particularly when considering the westbound upgrade in the Banning Pass.
3. What cost-sharing arrangements are likely to be made on the third track? It would be difficult to justify full 100% public funding of the third track, given two round trip passenger trains per day.
4. What framework is being established for agreements with UP to govern future growth and use of the third track?

A-01-5

A-01-6

As stated earlier, SBCTA is supportive of passenger rail network expansion, and we have no objections to the passenger rail service to the Coachella Valley. However, the EIS/EIR is silent on the benefits that will accrue to freight rail on this public investment, and it would be a significant oversight not to address this concern in the final Tier 1 EIS/EIR. We would even suggest that mitigations be developed for the Tier 1 document in anticipation of the additional freight impacts that could be expected with the addition of the third track. At a minimum, this would include a statement that any Tier 2 document would specifically quantify the benefits to freight rail, the associated community impacts in San Bernardino County, and a concept for cost-sharing that would be proportional to the benefits, so that public sector funds do not get unnecessarily diverted to a private sector use.

A-01-7

SBCTA appreciates the opportunity to comment on the CV Rail Tier 1 EIS/EIR and for the inclusion of SBCTA on the Technical Advisory Committee. We are available for further discussions on the topics raised above. Our contact on this project is Steve Smith, Director of Planning who can be reached at (909) 884-8276 or at ssmith@gosbcta.com.

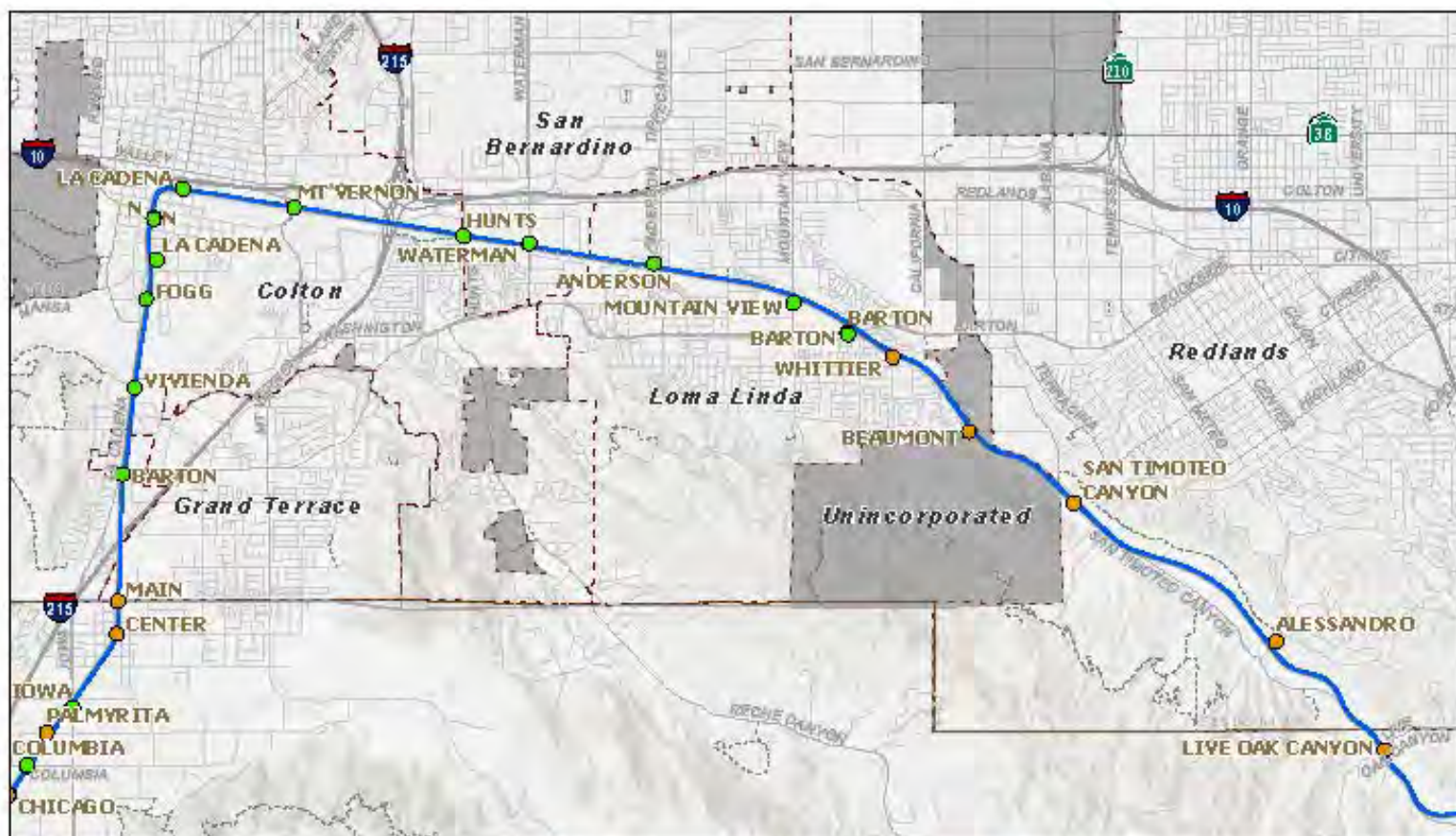
A-01-8

Sincerely,



Raymond W. Wolfe, PhD

cc: Steve Smith, SBCTA
Carrie Schindler, SBCTA
Sheldon Peterson, RCTC



Proposed Coachella Valley Passenger Rail Alignment through San Bernardino County

June 2021

SBCTA - Planning Dept.

FOR PLANNING USE ONLY

At-grade Crossings

Grade-separated



Comment Letter A-02



July 6, 2021

Federal Railroad Administration
Attn: Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Comments from City of Colton on the draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coachella Valley-San Geronio Pass Rail Corridor Service Program

Dear Ms. Ciampolillo:

As mentioned on the draft Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), a connector track to transition from BNSF to UPRR tract needs to be constructed here in the City of Colton. In addition, a third track needs to be added from this transition track going east. Below are our comments and questions in regards to the draft EIS/EIR for this project:

1. What will be the impact of 3rd track to the Mt. Vernon Ave. Bridge? The City of Colton is currently working on Mt. Vernon Ave. Over UPRR Track Bridge Widening Project. The project is in the right of way phase and estimated to be in construction by July 1, 2022.
2. What will be the impact of the project if there is no room to add the third track to the existing Hunts Lane overpass bridge?
3. Since the connector track between west and east section will be much closer to the residential neighborhoods than the existing tracks, what will be the right of way required to accommodate the connector track? What are the projected noise and vibration impacts on nearby properties and residential neighborhoods?
4. How will construction of the connector and third track impact traffic on local roads leading to the site during construction?

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A-02-2

A-02-3

We appreciate the opportunity to comment on this rail project. This is a worthwhile transportation project; however, we are concerned about the project's potential impacts in the City of Colton and how these impacts will be mitigated. Please feel free to contact me at vortiz@coltonca.gov if you have questions or need additional information.

A-02-4

Sincerely,

Victor Ortiz, P.E.

Assistant PW Director/City Engineer

Comment Letter A-03

385 N. Arrowhead Avenue, San Bernardino, CA 92415-0120 | Phone: 909.387.5418 Fax: 909.387.5430

www.SBCounty.gov



County Administrative Office

Leonard X. Hernandez
Chief Executive Officer

July 6, 2021

Federal Railroad Administration
Attn: Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Comments from San Bernardino County on the Draft Tier 1 Program EIS/EIR for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Program

Ms. Ciampolillo:

Please consider these comments from San Bernardino County (the County) on the subject Draft Tier 1 Program EIS/EIR for the Coachella Valley – San Gorgonio Pass Rail Corridor Service Program proposed by the Riverside County Transportation Commission (RCTC), in partnership with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA). As a member agency of the San Bernardino County Transportation Authority (SBCTA) the County fully supports the comments submitted under separate cover by SBCTA Executive Director, Dr. Raymond Wolfe. The comments in this letter are intended to echo the concerns outlined by Dr. Wolfe and to amplify some points from the broader perspective of County government.

San Bernardino County supports expansion of passenger rail service, but not at the expense of the health and well-being of our residents who are already severely impacted by poor air quality. In June of 2020, the County Board of Supervisors adopted a resolution declaring racism a public health crisis. At the same time, an Equity Element Group was formed to advance the Countywide Vision with a focus on promoting equity in efforts to improve the quality of life in all communities of San Bernardino County. With this focus on equity in mind, the County foresees unintended but significant adverse impacts on County residents resulting from implementation of the Coachella Valley – San Gorgonio Pass Rail Corridor Service Program. These impacts require complete and transparent analysis, engagement with impacted communities and an innovative strategy to mitigate the impacts on disadvantaged communities of color who have labored in the rail industry and suffered ill effects of living next to rail lines for multiple generations.

In 2018, the South Coast Air Quality Management District (AQMD) identified the San Bernardino – Muscoy area as an Environmental Justice community severely impacted by poor air quality and initiated a Community Emissions Reduction Plan (CERP) for the area.

The CERP identified the existing BNSF rail yard in the community of Colton as a significant stationary source of pollutants affecting the planning area, as well as the adjacent community of Colton. Now the California High Speed Rail Authority plans to introduce high-speed passenger rail service from

A-03-1

A-03-2

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Leonard X. Hernandez
Chief Executive Officer

Comment Letter A-03, cont.

Draft Tier 1 Program EIS/EIR
July 6, 2021
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Los Angeles to Anaheim. This is wonderful from the perspective of expanded regional transportation service offerings, but the new rail service will require relocation of a BNSF multi-modal rail yard to be added to the existing facility in Colton. As stated in the SBCTA comment letter, adding a third track to the Union Pacific rail lines to implement the Coachella Valley – San Geronio Pass passenger service will create additional capacity for freight service through these impacted communities of Colton and San Bernardino. The cumulative impact of multiplying the freight facilities in Environmental Justice communities of San Bernardino County to facilitate passenger rail service to more affluent communities must be addressed.

A-03-2,
cont.

To summarize the County's comments on the Draft Tier 1 Program EIS/EIR, more analysis is necessary to quantify and disclose the indirect and cumulative impacts of the 3rd rail line proposed to be constructed in the County. Going forward in Tier 2 of the program, transparent public engagement with San Bernardino – Muscoy CERP participants, Environmental Justice groups, the County Equity Element Group, and the general public of San Bernardino County is absolutely necessary. This engagement will be an opportunity for RCTC, Caltrans and the FRA to involve our residents in a clean air strategy for rail operations. We need zero emission locomotives, cranes and other freight facility vehicles to be introduced first in our communities, where the need and the cumulative impact of emissions is greatest. Let this be a commitment of the Coachella Valley – San Geronio Pass Rail Corridor Service Program, not only as environmental mitigation, but as a good neighbor policy toward the most adversely impacted neighbors of the rail corridor.

A-03-3

A-03-4

Please continue to consider SBCTA the County's representative on technical aspects of this transportation project. To discuss our recommendations for public engagement addressing issues of Environmental Justice and social equity, please contact Bradley Jensen, Legislative Director at Bradley.Jensen@cao.sbcounty.gov.

Sincerely,



Leonard X. Hernandez, Chief Executive Officer

Cc: Board of Supervisors, San Bernardino County
Luther Snoke, Chief Operating Officer, San Bernardino County
Diana Alexander, Assistant Executive Officer, San Bernardino County
Bradley Jensen, Legislative Director, San Bernardino County
Dr. Raymond Wolfe, Executive Director, SBCTA
Otis Greer, Director of Legislative and Public Affairs, SBCTA

Comment Letter A-04



CITY OF COACHELLA

1515 SIXTH STREET, COACHELLA, CALIFORNIA 92236

PHONE (760) 398-3502 • FAX (760) 398-8117 • WWW.COACHELLA.ORG

July 6, 2021

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

**Subject: Coachella Valley-San Geronio Pass Rail Corridor Service Project Draft
Tier 1/Program EIS/EIR**

To Whom it May Concern,

Thank you for the opportunity to submit comments regarding the proposed rail corridor service project. This project would provide much needed rail services that currently does not exist in the Coachella Valley. Due to the lack of rail service places, vehicle transportation is the only timely and feasible mode of travel along the proposed rail route, thereby increasing vehicles miles traveled and congestion along freeways and roads, contributing to greenhouse gas emissions, and limiting mobility to disadvantaged communities who rely on public transportation.

The City of Coachella supports the proposed Option 1 identified in the Program EIS/EIR, which would provide train service to a train station in the City of Coachella. The City of Coachella historically had a train station location in the City's Downtown when the City was originally known as Woodspur. The rail line currently traverses diagonally through the middle of the City in close proximity to residential neighborhoods. The City encourages a train station for the proposed rail service in the City's historic Downtown where the surrounding neighborhoods are walkable designed according to the traditional grid pattern that provides pedestrian access to the station, thereby reducing automobile trips. The Downtown area is located to the West of the railroad and is the final destination of the Sunline transit main bus route 1.

The City has planned for walkable, higher density residential neighborhoods, neighborhood commercial development and employments centers east of the historic Downtown and railroad in a 206-acre area known as the Zona Central. Zona Central is located adjacent to the CV Link, a planned active transportation multi-use trail, currently under construction and would provide bicyclists opportunities access to a train station located in the Coachella Downtown.

A train station location in the City of Coachella would provide greater options for mobility for our community that experiences a more disadvantages socio economic conditions

A-04-1

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Comment Letter A-04, cont.

than the surrounding communities in the Coachella Valley. The Coachella community is disproportionately burdened by and vulnerable to multiple sources of pollution according to CalEnviroScreen 3.0 with a score of 81-90% and unincorporated rural communities further east at 71-80%. The City of Coachella has three census tracts identified as Disadvantaged Communities under SB 535. Additionally the city has:

- A child poverty rate of 40 percent with some of the nation's poorest citizens living there just miles from some of the wealthiest. The median household income is \$34,300;
- Only 52.2% of the population holds a high school diploma and only 3.9% hold a Bachelor's degree; early childhood education enrollment is 21.3%
- Many of Coachella's low-income residents cannot afford home ownership at all, or even the opportunity to live in housing that is not substandard, as numerous houses are affected by blight, code violations, and disrepair;
- The liquid asset poverty rate is 55% (which is the percentage of households without sufficient liquid assets to subsist at the poverty level for three months in the absence of income) and the percentage of unbanked households is 15.8%, which is the percentage of people without a checking or savings account;
- Currently, more than 12.4% of Coachella residents are unemployed, which ranks the city as having the highest unemployment rate in the county of Riverside.

The Environmental Justice section of the Draft Tier EIR/Program EIS/EIR identifies that there would be more impacts borne by Option1, than Options 1 and 2. Rather, the City of Coachella contends that the Option 1 would lead to reduced traffic congestion, improved air quality, and result in new employment opportunities for a new train station location that is most accessible to disadvantaged communities in the Coachella Valley. There are available in-fill properties adjacent to the railroad in Coachella where a new station would not reduce sales or property tax, but would rather create new employment opportunities around new station and support the rail service goals of reducing congestion on highways and improving regional connectivity.

Sincerely,



Gabriel D. Martin, Ph.D

City Manager

City of Coachella

A-04-2
cont.

Comment Letter A-05



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

July 6, 2021

Amanda Ciampolillo
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE, W36-444
Washington, DC 20590

Subject: Tier 1/Program Environmental Impact Statement for the Coachella Valley-San Geronio
Pass Rail Corridor Service Program (CEQ# 20210056)

Dear Ms. Ciampolillo:

Thank you for the opportunity to review the Tier 1/Program Environmental Impact Statement for the Coachella Valley-San Geronio Pass Rail Corridor Service Program. Our review was completed pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water Act.

The EPA supports the program goals of providing an alternative travel mode that would reduce travel times and improve transit service reliability between Los Angeles and the Coachella Valley by providing intercity and commuter rail service. We also support the goal of assisting regional agencies in meeting federal and state air quality and greenhouse gas emission reduction targets.

We understand that additional, site-specific analysis will be performed in the Tier 2/Project-level environmental review process. We offer the following recommendations for avoidance and minimization of impacts through the remainder of the Tier 1 process and during the Tier 2 process.

Air Quality

General Conformity

The document states that site-specific information required to assess the need for a general conformity determination would be available in a Tier 2/Project-level analysis. The PEIS includes estimated annual railroad emissions for operation of the Build Alternative Options for the horizon years and these estimates indicate that the estimated Build Alternative Options locomotive emissions would not exceed General Conformity *de minimis* levels in the South Coast Air Basin or Salton Sea Air Basin.

Recommendation:

- If required, we encourage FRA to include the draft general conformity determination in the Tier 2 DEIS. A conformity determination includes public notice requirements (40 CFR 93.156) and this can be performed in coordination with the NEPA process.

A-05-1

A-05-2

Comment Letter A-05, cont.

Transportation Conformity

If any components of the project or related facilities will be funded or approved by the Federal Highway Administration or the Federal Transit Administration, a transportation conformity analysis is required.

Recommendation:

- If transportation conformity is required for components of the project or related facilities, include the transportation conformity analysis for those components in the DEIS. Consultation with the EPA and other relevant agencies is required to determine whether the components are a Project of Air Quality Concern as part of that process.

A-05-2
cont.

Mitigation

The PEIS states that although construction of site-specific rail infrastructure and station facilities would be subject to applicable regulations and best management practices, short-term localized construction air quality effects could be substantial within the Program Corridor under the Build Alternatives if the implementation of BMPs would not bring emissions to below South Coast Air Quality Management District construction emission thresholds. The document states that operational activities could also result in substantial localized air quality effects.

A-05-3

Recommendation:

- If the Tier 2/Project-level analysis indicates that construction or operational emissions are estimated to exceed emission thresholds, consult with the EPA and SCAQMD to determine mitigation options.

Biological Resources

Jurisdictional Waters and Wetlands

The PEIS includes a preliminary identification of jurisdictional waters and wetlands in the project area. Estimates of impacted waters and wetlands will be included in the Tier 2/Project-level analysis. Given the number of water bodies in the project area, 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 under Clean Water Act 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.

In accordance with the guidelines, FRA must clearly demonstrate that the preferred alternative is the least environmentally damaging practicable alternative (LEDPA). 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.

A-05-4

Recommendations:

- The EPA encourages FRA to meet and discuss potential impacts and permit requirements of the preferred alternative with the Corps and EPA during preparation of the Tier 2-Project level DEIS.
- The EPA recommends that the level of analysis required for a potential Clean Water Act Section 404 permit be performed and included in the DEIS.

Comment Letter A-05, cont.

- The analysis of impacts in the DEIS should be of an appropriate scope and detail to identify sensitive areas or aquatic systems with functions highly susceptible to change. The EPA recommends that the analysis include:
 - The classification of waters and the geographic extent of waters and adjacent riparian areas.
 - Characterization of the functional condition of waters and adjacent riparian areas.
 - The extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries.
 - 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.
 - Potential flood flow alteration.
 - The hydrologic linkage to any impaired water body.
 - Techniques proposed for minimizing surface water contamination due to increased runoff from additional impervious surfaces.

A-05-4
cont.

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.

Recommendations:

- Include in the DEIS a complete analysis of drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable.
- Identify measures and modifications to avoid and minimize impacts to water resources.
- Estimate temporary and permanent impacts to waters of the U.S.
- Commit to use newer technology culverts and less damaging culverts such as large bottomless or arched culverts and commit to span washes and major waterway crossings.
- Identify measures to preserve 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.

A-05-5

Wildlife Movement Corridors

The PEIS states that the existing rail alignment crosses drainages, roadways, and culverts that serve as crossing structures for wildlife movement corridors, and construction activities often deter wildlife from using existing crossing structures.

Recommendations:

- Include in the DEIS an analysis of drainage crossings which identifies and prioritizes the potential for improvements to the aquatic system and for wildlife use at each crossing, as applicable.
- The EPA encourages FRA to work with wildlife agencies to identify any opportunities to improve or provide wildlife movement corridors and crossings, including natural bottom culverts and other natural features where culverts are being modified and constructed. Include any additional planned improvements or wildlife crossing considerations in the DEIS.

A-05-6

Comment Letter A-05, cont.

Community Impacts and Environmental Justice

The PEIS notes that the project could result in disruptions to local communities and may require displacement or relocations of residences, businesses, and community facilities. In particular, the document notes that land acquisition for new passenger rail stations could be extensive, depending on siting of station locations.

Recommendations:

- The EPA recommends that station siting decisions aim to minimize displacement of residences, businesses, and community facilities, particularly if these displacements could impact low-income or minority communities.
- If displacement is unavoidable, the EPA recommends that relocation assistance go beyond what is required by the Uniform Relocation Act, if additional assistance is desired by impacted community members.
- The EPA supports the goals of the relocation mitigation plan, as described in the PEIS, including provision of a high level of individualized assistance to impacted community members, minimizing the permanent closure of businesses, and provision of regulatory compliance assistance to businesses who require complex permitting.
- As stated in the PEIS, avoiding and minimizing community impacts would involve working closely with local governments and planning agencies in the refinement and development of the project. We encourage engagement with local housing and economic development agencies to facilitate additional resources for impacted community members.

A-05-7

The PEIS states that at the conceptual level, the Build Alternative Options are unlikely to result in disproportionately high and adverse effects on minority and low-income communities, but that a more detailed and refined study will be completed as part of the Tier 2/Project-level analysis.

Recommendations:

- As part of the Project-level analysis, the EPA recommends that FRA continue outreach to community groups and community leaders to encourage involvement in the process by all potentially impacted community members. Efforts could include participation in community events to engage community members who may be unable to participate in traditional public meetings.
- We recommend that mitigation of any community impacts, including community benefits and enhancements, be developed in coordination with relevant community groups, leaders, and members.

A-05-8

Coordination with other Transportation Projects and Services

The PEIS identifies other transportation services that utilize the rail corridor proposed for use in this project, as well as other public transit services in the area.

Recommendations:

- The EPA recommends that the DEIS include a detailed discussion of how the passenger rail service proposed in this project would integrate and coordinate with other passenger rail service that uses the rail corridor, including service proposed by the California High Speed Rail Authority, and existing Metrolink and Amtrak service. Include a discussion of coordination with the responsible agencies.

A-05-9

Comment Letter A-05, cont.

- We also recommend that the DEIS include a discussion of how other transit services, including light rail, public bus, and private shared mobility services, would be coordinated with the service proposed in this project. Include a discussion of coordination with the responsible agencies and businesses.

A-05-9
cont.

We look forward to continued collaboration with your agency as the project design progresses to the Tier 2/Project level analysis. When the Final PEIS is available for review, please provide an electronic copy to Carolyn Mulvihill, the lead reviewer for this project, at the same time the document is formally filed online. Ms. Mulvihill can be reached by phone at 415-947-3554 or by email at mulvihill.carolyn@epa.gov.

Sincerely,

JEAN PRIJATEL

Digitally signed by JEAN
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Date: 2021.07.06 09:31:48
-07'00'

Jean Prijatel
Manager, Environmental Review Branch

cc via email:

Andrew Cook, California Department of Transportation, Division of Rail and Mass Transportation
Sheldon Peterson, Riverside County Transportation Commission

Comment Letter A-06



City of Calimesa

July 1, 2021

Sheldon Peterson
Riverside County Transportation Commission
P.O. Box 12008, Riverside California 92502

RE: Comments on the Coachella Valley - San Geronio Pass Rail Corridor Service Tier 1/Program Environmental Impact Statement/Environmental Impact Report

Dear Mr. Peterson:

Thank you for providing the City of Calimesa the opportunity to review and comment on the Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Coachella Valley – San Geronio Pass Rail Corridor Project (Project). The City strongly supports the Project and concurs with the analysis, conclusions, and mitigation measures contained in the Draft Program EIS/EIR.

The Project would extend approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Project would utilize existing railroad tracks that primarily parallel Interstate 5, State Route 91, and Interstate 10. The Project would enhance access to four existing stations along the corridor and proposes development of five new rail stations over time. In addition, new tracks are proposed in strategic locations to improve travel speeds, minimize delays, and maintain safety.

The City believes the Project would result in numerous benefits, including but not limited, to the following:

- **Reduced traffic volumes on corridor freeways:** Figure 1-5 of the EIS/EIR identifies various segments of I-10, SR-60 and SR-91 that currently experience regular weekday congestion. The annual population is anticipated to continue to grow in Riverside County and San Bernardino County at a rate of 1.0 percent and 1.1 percent, respectively, through 2050 (EIS/EIR, page 1-27). As population in these counties increases, freeway congestion is anticipated to increase as well, as residents commute to employment centers. The EIS/EIR concludes that, upon implementation of the Project, auto trips would shift to intercity trips, thereby reducing vehicle trips and vehicle miles traveled on regional highways. The anticipated reduction in vehicle trips and VMT would result in a reduction in air quality/greenhouse gas emissions associated with fuel combustion and improve safety on regional highways. In addition to a reduction in environmental effects,

A-06-1

Comment Letter A-06, cont.

P. 2
July 1, 2021

drivers on regional freeways would benefit from reduced travel times due to decreased roadway congestion.

- **Increased access to employment Opportunities:** Improving connectivity to our passenger rail network is a major goal for our region, not only between existing and future rail services but also with local transit serving rail stations (SCAG 2021). The Project would provide a reliable mode of transportation for residents in more rural and suburban communities to access urban areas with more employment opportunities. Los Angeles is projected to remain the major employment center of the region (i.e., Los Angeles, Orange, Riverside and San Bernardino Counties) over the next 30 years, accounting for 60 percent of total employment opportunities. Extension of the passenger rail would provide access for residents, which may not have a reliable mode of transportation, to employment opportunities outside their existing communities, strengthening the overall regional work force and economy.
- **Access to tourist destinations and recreation opportunities along the corridor:** Visitors traveling to the Corridor's many destinations including, but not limited to downtown areas; recreational facilities; art, history, and natural history museums; shopping destinations such as those in Cabazon; casinos and related entertainment venues; and special event generators, such as the annual Palm Springs Film Festival and the Coachella Valley Music and Arts Festival held in Indio. The frequently severe congestion of the nearby serving the Project corridor would make intercity passenger rail an attractive alternative to automobile travel, particularly for visitors. In addition, passenger rail service would provide affordable transportation service to popular tourist destinations and recreational facilities for residents that do not own a private vehicle.

A-06-1
cont.

The City of Calimesa believes its residents could benefit greatly from implementation of the Project, but the City's main concern is access to the rail stations. The closest potential new station proposed to the City of Calimesa would be sited in "The Pass Area," between Beaumont and Cabazon. The City would prefer the station be located in Beaumont to provide opportunities for the City to coordinate feasible public transit options between the City and the future rail station. If "The Pass Area" station is sited further east near Cabazon, convenient public transit access to the station would not be feasible from the City of Calimesa.

A-06-2

Thank you in advance for your consideration of our comments. The City acknowledges that the Tier 1/Program EIS/EIR is a procedural planning document that evaluates the effects of implementing the passenger rail service from a regional context and broad areas of potential environmental effect associated with construction and operation of the Project. Once Tier 2 is initiated, the City looks forward to the opportunity to review the future project-level impact analysis for specific infrastructure improvements. When future environmental documentation associated with the Coachella Valley – San Geronio Pass Rail Corridor Project, please send notice to Kelly Lucia, Planning Manager at 908 Park Avenue, Calimesa, CA 92320.

Comment Letter A-06, cont.

P. 2
July 1, 2021

If you have any questions or would like to discuss our recommendations, please contact Kelly Lucia at (909) 795-9801 ext. 229 or klucia@cityofcalimesa.net.

A-06-2
cont.

Sincerely,



Kelly Lucia
Planning Manager, City of Calimesa
(909) 795-9801 ext. 229
klucia@cityofcalimesa.net.

References:

SCAG (Southern California Association of Governments). 2020. Final Connect SoCal Passenger Rail Technical Report. September 2, 2020.

Comment Letter A-07



June 30, 2021

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE, W36-444
Washington, D.C. 20590

RE: City of Indio, CA Comments for Draft Tier 1/Program Environmental Impact Statement (EIS)/Environmental Impact Report (EIR) – Coachella Valley San Geronio Pass Rail Corridor Program

Dear Amanda Ciampolillo:

I am the appointed City Manager for the City of Indio, California, and on behalf of the City, I am pleased to submit the City's written comments for the Draft Tier 1/Program Environmental Impact Statement (EIS/Environmental Impact Report [EIR]) – Coachella Valley San Geronio Pass Rail Corridor Program. The City of Indio is appreciative of the partnership efforts of the Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission to bring passenger rail service as an alternate mode of travel across southern California, connecting desert communities such as Indio with Los Angeles, Orange County, and the Inland Empire.

The City of Indio is the oldest incorporated City in the Coachella Valley having incorporated on May 16, 1930; however, Indio's community history began much earlier as an early western railroad town. Specifically, Indio sprung to life in 1876 as the Southern Pacific Railroad built lines between Yuma, Arizona and Los Angeles, California. Because the engines needed a place to refill their water, and the workers needed somewhere to recharge their own batteries, Indio, which is located halfway between Yuma and Los Angeles was a natural stopping point, and the first permanent building was erected: This building was the Southern Pacific Depot Station and Hotel (refer to Attachment 1). For many years, Indio served as the economic and cultural hub of the Coachella Valley that was significantly tied to its role as a railroad town.

A-07-1

Comment Letter A-07, cont.

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
RE: City of Indio, CA Comments for Draft Tier 1/Program Environmental Impact Statement
(EIS)/Environmental Impact Report (EIR) – Coachella Valley San Geronimo Pass Rail Corridor Program
June 30, 2021
Page 2

In its modern history, the City of Indio has become an internationally recognized community that is home to the Coachella and Stagecoach Music Festivals together with many other events that bring citizens from all over the country - and the world - to Indio. As can be seen, Indio has a rich history of being a railroad stopping point. As a modern and growing city, it is time for Indio's strategic value as a railroad community to once again be recognized with a train station that can serve visitors and residents in accessing the many economic and cultural attributes our community has to offer. The City of Indio is the largest City in the Coachella Valley. The City's current population of approximately 92,000 is projected to grow to over 135,000 people by 2040.

A-07-1
cont.

On September 18, 2019, the City of Indio City Council adopted the Indio General Plan 2040 that establishes a 20-year vision with supporting goals and policies for the growth and development of the community and includes a Mobility Element (ME). This Mobility Element establishes the development of a train station in the City of Indio near its Downtown as a high community priority. Specifically, Goal ME-3 (Transit) states that the "The City will work with SunLine Transit and other regional partners to enhance bus transit, and **to implement a future transit station in conjunction with the planned commuter rail extension to and from Riverside**" [emphasis added]. Further, Policy ME-3.1 (Riverside Commuter Transit) states "Support a potential expansion of commuter rail transit from Riverside to the Coachella Valley, including **support for a transit station adjacent to the City's Downtown area**" [emphasis added]." The City of Indio is committed to working with federal, state, regional and local partners to establish a train station stop and already has the ideal location, namely, the Indio Transportation Center.

The Indio Transportation Center (refer to Attachment 2) is a strategically located existing multi-modal facility located adjacent to Downtown Indio. It is 6.2 acres in size with approximately half of the parcel already developed as an asphalted surface parking lot of 240 spaces. The remainder of the property is currently undeveloped that could be utilized for future transit-oriented development. Currently, the Center serves as the location for a locally operated Greyhound bus facility that serves in-state and out-of-state passengers. In early 2019, the Center was identified as the location for a temporary train station for special Amtrak trains to be run for both Coachella and Stagecoach. The temporary train station was intended to be an alternative mode of transportation to get some of the hundreds of thousands of festival attendees out to Indio. The \$8.6 million project was funded by a \$5.9 million grant from the California State Transportation Agency and \$2.7 million from the Riverside County Transportation Commission. Because of complications resulting from negotiations with Union Pacific over access to its railroad right-of-way, this project did not go forward. However, the fact that there was a serious effort by state and regional entities to fund and construct a train station facility demonstrates Indio's value and importance as a train station location. The construction and operation of a train station in Indio under the auspices of the Coachella Valley San Geronimo Pass Rail Corridor Program is a logical conclusion to this recent effort and should be pursued with all haste.

A-07-2

Comment Letter A-07, cont.

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
RE: City of Indio, CA Comments for Draft Tier 1/Program Environmental Impact Statement
(EIS)/Environmental Impact Report (EIR) – Coachella Valley San Geronio Pass Rail Corridor Program
June 30, 2021
Page 3

In May 2018, the City of Indio received a California Department of Transportation Sustainable Transportation Planning Grant and executed a restricted grant agreement with the California Department of Transportation, Division of Transportation Planning, to prepare a Multi-Modal Feasibility Study. The Study's purpose was to identify and evaluate potential locations for the construction of a multi-modal transportation facility in the City of Indio. The Study also analyzed the best ways to connect transportation services that include commuter and intercity rail, bus rapid transit, regional and local buses, and active transportation elements at a single location for Indio residents and visitors. The first part of the Study assessed the existing land uses, transportation network, demographics, topography and economic conditions in the City. The second part of the study analyzed strategic alternatives to enhance multi-modal traffic and circulation in and around Indio including the viability of Indio as a passenger rail station stop for Amtrak along its existing Sunset Limited train service. On February 5, 2020, the Indio City Council unanimously approved Resolution No. 10129 adopting the Indio Multi-Modal Feasibility Study (refer to Attachment 3). This Study identified the Indio Transportation Center as the preferred location for a future multi-modal facility. Figures 4.3 and 4.4 (refer to Attachment 4) from the Study demonstrate how a train station could be successfully developed at the Indio Transportation Center.

A-07-3

The City of Indio supports Build Alternative Option 1 specified in the Draft Tier 1/Program Environmental Impact Statement (EIS/Environmental Impact Report [EIR]) – Coachella Valley San Geronio Pass Rail Corridor Program that currently reads as follows:

Build Alternative Option 1 (Coachella Terminus)

For purposes of this Tier 1/Program EIS/EIR, Build Alternative Option 1 assumes the following infrastructure improvements within the Eastern Section of the Program Corridor:

- *Station construction. Build Alternative Option 1 identifies six potential station location areas in the Eastern Section of the Program Corridor where passenger rail stations could be located. Build Alternative Option 1 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**, [emphasis added] and 5) Coachella as the eastern terminus of the Program Corridor.*
- *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.*

A-07-4

Comment Letter A-07, cont.

*Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
RE: City of Indio, CA Comments for Draft Tier 1/Program Environmental Impact Statement
(EIS)/Environmental Impact Report [EIR]) – Coachella Valley San Geronio Pass Rail Corridor Program
June 30, 2021
Page 4*

The City of Indio concurs with the findings and conclusion in Chapter 7 (Evaluation of Alternatives) of the Draft Tier 1/Program Environmental Impact Statement (EIS/Environmental Impact Report [EIR]) that identifies this Option as the preferred alternative and environmentally superior alternative. The City of Indio's support for Build Alternative Option 1 **is contingent upon** the future construction of a train station/platform at the Indio Transportation Center. As noted before, the City has already analyzed and identified the Center as the optimal location for a multi-modal facility inclusive of direct connections to passenger rail service via an active train station. Therefore, the City of Indio strongly encourages the Federal Railroad Administration, the California Department of Transportation, and the Riverside County Transportation Commission to formally approve Build Alternative Option 1 as the preferred alternative and take all necessary current and future actions to initiate design and construction of the Indio train station. We believe that our City is a natural location for this type of facility due in large part to the fact that we have the basic infrastructure in place and, as the landowner, our City is well positioned to move expeditiously to support the construction and operation of a train station at the Indio Transportation Center.

Thank you again for the opportunity to provide the City of Indio's comments regarding the Draft Tier 1/Program Environmental Impact Statement (EIS/Environmental Impact Report [EIR]) – Coachella Valley San Geronio Pass Rail Corridor Program. Our City is and will be a strategic partner in the construction and operation of a new train station at the Indio Transportation Center. We look forward to working with the Federal Railroad Administration, the California Department of Transportation and the Riverside County Transportation Commission in the development of a new train station/platform at the Indio Transportation Center in the near future.

Sincerely,



Bryan H. Montgomery
City Manager

bhm/khs/sls

A-07-4
cont.

Comment Letter A-08

State of California

Transportation Agency

Memorandum

Date: June 2, 2021

To: Southern Division

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Special Projects Section

File No.: 063.A10212.A14077.Noc.Doc

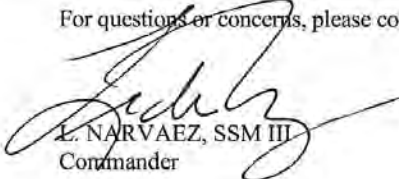
Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2016101017

Special Projects Section (SPS) recently received the referenced "Notice of Completion" environmental impact document from the State Clearinghouse (SCH).

Please use the attached checklist to assess its potential impact to local Area operations and public safety. If it is determined that departmental input is advisable, your written comments referencing the above SCH number must be emailed to CHP-EIR@chp.ca.gov. Your written comments must be received no later than **July 1, 2021**.

If a project of interest impacts more than one Division, the SPS is responsible for coordinating any necessary response from the Divisions to the appropriate agency. For reference, additional information can be found in General Order 41.2, Environmental Impact Documents.

For questions or concerns, please contact Denise Dobson at (916) 843-3370.


L. NARVAEZ, SSM III
Commander

Attachments: Checklist
Project File

cc: Inland Division

A-08-1



Comment Letter A-08, cont.

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2016101017

Project Title: Coachella Valley – San Geronimo Pass Rail Corridor Service Program

Lead Agency: Riverside County Transportation Commission

Contact Person: Sheldon Peterson

Mailing Address: P.O. Box 12008

Phone: 951-787-7141

City: Riverside

Zip: 92502

County: Riverside

Project Location: County: Los Angeles, Orange, Riverside, and San Bernardino City/Nearest Community: Multiple

Cross Streets: N/A

Zip Code: N/A

Longitude/Latitude (degrees, minutes and seconds): _____ N / _____ W Total Acres: N/A

Assessor's Parcel No.: Multiple

Section: N/A

Twp.: N/A

Range: N/A

Base: N/A

Within 2 Miles: State Hwy #: Multiple

Waterways: Multiple

Airports: Multiple

Railways: Multiple

Schools: Multiple

Document Type:

CEQA:

☐ NOP

☐ Early Cons

☐ Neg Dec

☐ Mit Neg Dec

☐ Draft EIR

☐ Supplement/Subsequent EIR
(Prior SCH No.) _____

Other: _____

NEPA:

☐ NOI

☐ EA

☐ Draft EIS

☐ FONSI

Other:

☒ Joint Document

☐ Final Document

☐ Other: _____

Local Action Type:

☐ General Plan Update

☐ General Plan Amendment

☐ General Plan Element

☐ Community Plan

☐ Specific Plan

☐ Master Plan

☐ Planned Unit Development

☐ Site Plan

☐ Rezone

☐ Prezone

☐ Use Permit

☐ Land Division (Subdivision, etc.)

☐ Annexation

☐ Redevelopment

☐ Coastal Permit

☐ Other: _____

Development Type:

☐ Residential: Units _____ Acres _____

☐ Office: Sq.ft. _____ Acres _____

☐ Commercial: Sq.ft. _____ Acres _____

☐ Industrial: Sq.ft. _____ Acres _____

☐ Educational: _____

☐ Recreational: _____

☐ Water Facilities: Type _____ MGD _____

Employees _____

Employees _____

Employees _____

☐ Transportation: Type _____

☐ Mining: Mineral _____

☐ Power: Type _____ MW _____

☐ Waste Treatment: Type _____ MGD _____

☐ Hazardous Waste: Type _____

☒ Other: Railroad Infrastructure

Project Issues Discussed in Document:

☒ Aesthetic/Visual

☒ Agricultural Land

☒ Air Quality

☒ Archeological/Historical

☒ Biological Resources

☐ Coastal Zone

☒ Drainage/Absorption

☒ Economic/Jobs

☒ Fiscal

☒ Flood Plain/Flooding

☒ Forest Land/Fire Hazard

☒ Geologic/Seismic

☒ Minerals

☒ Noise

☒ Population/Housing Balance

☒ Public Services/Facilities

☒ Recreation/Parks

☒ Schools/Universities

☒ Septic Systems

☒ Sewer Capacity

☒ Soil Erosion/Compaction/Grading

☒ Solid Waste

☒ Toxic/Hazardous

☒ Traffic/Circulation

☒ Vegetation

☒ Water Quality

☒ Water Supply/Groundwater

☒ Wetland/Riparian

☒ Growth Inducement

☒ Land Use

☒ Cumulative Effects

☒ Other: GHG

Present Land Use/Zoning/General Plan Designation:

N/A

Project Description: (please use a separate page if necessary)

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 Geronimo Pass Rail Corridor Service Program (Program), and 2) provide alternative travel choices to automobile ownership along the 144-mile long Coachella Valley-San Geronimo 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.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Comment Letter A-08, cont.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".
If you have already sent your document to the agency please denote that with an "S".

<input checked="" type="checkbox"/> Air Resources Board	<input checked="" type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input checked="" type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input checked="" type="checkbox"/> Caltrans District # 8	<input checked="" type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input checked="" type="checkbox"/> Regional WQCB # 4, 7, 8
<input type="checkbox"/> Caltrans Planning	<input checked="" type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input checked="" type="checkbox"/> Fish & Game Region # 5, 6	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input checked="" type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	
<input type="checkbox"/> Health Services, Department of	Other: _____
<input type="checkbox"/> Housing & Community Development	Other: _____
<input checked="" type="checkbox"/> Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date May 21, 2021

Ending Date July 6, 2021

Lead Agency (Complete if applicable):

Consulting Firm: HDR, Inc.

Address: 350 South Grand Avenue, Suite 2900

City/State/Zip: Los Angeles, CA, 90071

Contact: Kelly Czochowski

Phone: (819) 881-5936

Applicant: Riverside County Transportation Commission

Address: 4080 Lemon Street

City/State/Zip: Riverside, CA 92501

Phone: 951-787-7141

Signature of Lead Agency Representative: Sheldon Peterson

Date: 5/20/2021

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Comment Letter A-08, cont.

ENVIRONMENTAL IMPACT REPORT
EVALUATION/RESPONSE CHECKLIST
FOR AREA/SECTION

Reference: General Order 41.2

	Action	Reference GO 41.2
<input type="checkbox"/>	Review memorandum for the due date(s).	
<input type="checkbox"/>	Determine if the proposed project might impact local operations and/or public safety. Examples include: housing developments, large commercial projects, large recreational developments or expansions, landfill or quarry operations, hazardous materials storage and/or dump sites, highway construction/improvement projects, new schools, airport improvements, annexations/incorporations, off-highway vehicle facilities, and Indian gaming facilities.	Page 5
<input type="checkbox"/>	Review environmental impact documents to identify issues or concerns with possible impact to departmental operations (i.e., increased response times, enforcement, emergency services, service calls, telecommunications, public safety).	
Responses		
<input type="checkbox"/>	<u>If comments are advisable:</u>	
<input type="checkbox"/>	Correspondence should focus primarily on traffic safety, congestion, or other impacts to the CHP's mission; however, Areas shall not indicate to the lead agency that additional personnel, facilities, vehicles, etc., are a means to mitigate departmental service issues.	Page 7
<input type="checkbox"/>	Ensure the State Clearinghouse number (SCH#) is included in all correspondence.	
<input type="checkbox"/>	Comments shall be provided directly to the lead agency and emailed to State Clearinghouse at state.clearinghouse@opr.ca.gov no later than the designated due date. Provide a copy to Special Projects Section (SPS) via electronic mail (e-mail).	
	For project tracking purposes, SPS must be notified of Area/Section's assessment of the project. After mailing your comments to the SCH or lead agency, send a scanned copy via e-mail to SPS.	
<input type="checkbox"/>	<u>If no impact is determined:</u>	
<input type="checkbox"/>	Via e-mail, please respond "no impact to _____ Area's local operations and/or public safety by SCH# _____ was identified," by the designated SCH due date to the SPS analyst listed on the Environmental Document Review and Response memorandum. Ensure the SCH# is included.	

Comment Letter A-09



City of
REDLANDS
Incorporated 1888
35 Cajon Street, Redlands, CA 92373
909-798-7533
pbarich@cityofredlands.org

EDDIE TEJEDA
Mayor Pro Tem
PAUL W. FOSTER
Council Member
DENISE DAVIS
Council Member
JENNA GUZMAN-LOWERY
Council Member

July 6, 2021

TO: Riverside County Transportation Commission

RE: Coachella Valley-San Geronimo Pass Rail Corridor Service Project Draft Tier I/Program
Environmental Impact Statement/Environmental Impact Report Public Comment

Dear Riverside County Transportation Commission,

The City of Redlands City Council recently learned that the Riverside County Transportation Commission (RCTC) is developing a new passenger rail project to connect the desert communities of Indio or Coachella with Union Station in downtown Los Angeles. A portion of the Coachella Valley-San Geronimo Pass Rail Service Project passes through the City of Redlands and will negatively impact our community if mitigating measures are not considered and included in the project. On behalf of the community, the Redlands City Council is compelled to comment on the draft EIS/EIR.

A-09-1

Two (2) City of Redlands arterial streets, San Timoteo Canyon Road and Alessandro Road, intersect with the existing UPRR rail corridor. Both are major motor vehicle transportation routes connecting the City of Redlands with the City of Yucaipa and unincorporated areas within Riverside County, and are used by recreational cyclists as well. Although commercial rail traffic through the UPRR corridor has increased significantly in recent years, UPRR has not constructed safety improvements at either street intersection. The addition of a third rail to serve multiple daily commuter trains without constructing these safety improvements will increase the likelihood of a tragic train-to-vehicle or train-to-cyclist collision.

For several years, City of Redlands staff has appealed to the Union Pacific Railroad (UPRR) to create a "Quiet Zone" and associated public transportation safety improvements through its rail corridor along the west end of Redlands. We have not been successful in securing a commitment from UPRR to do so. The Redlands City Council strongly urges the RCTC to include the following public safety elements at the San Timoteo Canyon Road and Alessandro Road/UPRR intersections in this project:

A-09-2

- Installation of quad railroad signals;
- Installation of non-traversable medians;
- Installation of new crossings through the UPRR right-of-way;
- Widening and improvement of street approaches to the UPRR right-of-way.

Comment Letter A-09, cont.

These improvements are necessary to increase safety for rail passengers, as well as motor vehicle operators and cyclists at each intersection, and should not be considered as enhancements or options to the project. In addition to the improved public transportation safety benefits, construction of these elements must be coordinated with UPRR to create a "Quiet Zone" through this west Redlands corridor. The addition of commuter train service along the corridor will exceed the outdoor day-night average noise limit of 55 decibels, beyond which public health and welfare is jeopardized by interfering with speech and disturbing sleep within nearby health care facilities and residential areas.

A-09-2
cont.

The Redlands City Council urges you to include these public protection measures with this project.

Sincerely,



Paul T. Barich
Mayor
City of Redlands

cc: City Council
Charles M. Duggan, Jr., City Manager
John Harris, Municipal Utilities and Engineering Director

Appendix C-2
Organization Comments

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PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 21, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq7-72fv-r6ru
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0021

Comment from The Gardens on El Paseo

Submitter Information

Organization: The Gardens on El Paseo

General Comment

The Gardens on El Paseo would like to express its support of the proposed Coachella Valley-San Geronio Pass Rail Corridor extending approximately 144 miles between Los Angeles and the Coachella Valley with stops in Los Angeles, Orange, San Bernardino, and Riverside counties. The proposed project would provide certain benefits to all stakeholders which include but are not limited to the following:

***Improving Quality of Life and Sustainable Economic Growth**

In addition to contributing to less traffic and cleaner air, rail service from Los Angeles to Indio/Coachella is essential for equitable access to and from our Coachella Valley communities to the rest of Southern California. It would allow more visitors, locals and workers at all income levels to travel for leisure, employment opportunities, and business, thus improving the local economy and quality of life for our residents. This rail service is also key to sustainable growth in the Coachella Valley, as the addition of regular, reliable rail service would increase the ease of rail travel from other, more populated areas of Riverside County, encouraging job growth in tourism by increasing our employee pool.

***Boosting Tourism from Our SoCal Drive Market**

We are excited about the positive impact this new rail service could have in bringing additional visitors from Southern California's coastal regions to Greater Palm Springs. This region relies heavily on these drive markets for tourism throughout the year. Expanding their access to the

O-01-1

Comment Letter O-01, cont.

region will increase visitation and our tourism economy. It is important any new rail service between Los Angeles and the Coachella Valley take no more than 3 hours. The number of new stations along this route should be carefully reviewed to ensure potential passengers see rail service as a viable alternative to driving.

O-01-1
cont.

O-01-2

O-01-3

*Increasing the Number of Overseas Visitors

Overseas international visitors play a key role in our efforts to promote the summer season and make Greater Palm Springs a year-round destination. Most overseas travelers are visiting California in the summer months and typically stay longer and spend more than domestic travelers. These visitors are accustomed to rail travel. In the EU alone, estimates state that 258.4 billion passenger miles were completed in 2019, up 3.4% from the previous year – continuing its growth for the sixth year in a row. In comparison in North and South America in 2019, passengers traveled around 16.7 billion miles on railways. Currently, Palm Springs International Airport does not provide U.S. Border and Customs services and only services international flights originating from airports with pre-clearance facilities. Therefore, the vast majority of international visitors utilize larger airports such as LAX and drive into Greater Palm Springs. The addition of rail service from an international gateway city such as Los Angeles will increase our number of overseas visitors.

O-01-4

*Supporting Regional Events

Rail service from LA through the Inland Empire is essential to the Coachella Valley's continued growth. The new Coachella Valley Arena, currently under construction and slated to begin events in late 2022, has the potential to generate \$141million in annual economic impact for our region, and this rail service would help make the Arena and its events more accessible to visitors from other areas of Southern California.

Thank you for your consideration of these remarks. We are hopeful this project moves forward in the near future.

Comment Letter O-02

PUBLIC SUBMISSION

As of: July 07, 2021
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0041

Comment from Visit Greater Palm Springs

Submitter Information

Government Agency Type: Regional

Government Agency: Visit Greater Palm Springs

General Comment

Tourism is the number one industry for the Coachella Valley supporting over 53,000 jobs and attracting over 14 million people each year. Over 60% of our visitors are from Southern California and easy access is critical. In addition to contributing to less traffic and cleaner air, rail service from Los Angeles to Indio/Coachella is essential for equitable access to and from our Coachella Valley communities to the rest of Southern California. It would allow more visitors, locals and workers at all income levels to travel for leisure, employment opportunities, and business, thus improving the local economy and quality of life for our residents. This rail service is also key to sustainable growth in the Coachella Valley, as the addition of regular, reliable rail service would increase the ease of rail travel from other, more populated areas of Riverside County, encouraging job growth in tourism by increasing our employee pool. We are excited about the positive impact this new rail service could have in bringing additional visitors from Southern California's coastal regions to Greater Palm Springs. This region relies heavily on these drive markets for tourism throughout the year. Expanding their access to the region will increase visitation and our tourism economy. It is important any new rail service between Los Angeles and the Coachella Valley take no more than 3 hours. The number of new stations along this route should be carefully reviewed to ensure potential passengers see rail service as a viable alternative to driving. Overseas international visitors play a key role in our efforts to promote the summer season and make Greater Palm Springs a year-round destination. Most overseas travelers are visiting California in the summer months and typically stay longer and

O-02-1

O-02-2

O-02-3

O-02-4

Comment Letter O-02, cont.

spend more than domestic travelers. These visitors are accustomed to rail travel. In the EU alone, estimates state that 258.4 billion passenger miles were completed in 2019, up 3.4% from the previous year – continuing its growth for the sixth year in a row. In comparison in North and South America in 2019, passengers traveled around 16.7 billion miles on railways. Currently, Palm Springs International Airport does not provide U.S. Border and Customs services and only services international flights originating from airports with pre-clearance facilities. Therefore, the vast majority of international visitors utilize larger airports such as LAX and drive into Greater Palm Springs. The addition of rail service from an international gateway city such as Los Angeles will increase our number of overseas visitors. Rail service from LA through the Inland Empire is essential to the Coachella Valley's continued growth. The new Coachella Valley Arena, currently under construction and slated to begin events in late 2022, has the potential to generate \$141million in annual economic impact for our region, and this rail service would help make the Arena and its events more accessible to visitors from other areas of Southern California.

O-02-4
contd.

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0049

Comment from Empire Polo Club

Submitter Information

Organization: Empire Polo Club

General Comment

My organization fully supports passenger rail service between Los Angeles and the Coachella Valley. We would like to see it extended all the way to the City of Coachella. Very important for the Music Festivals, other special events, and tourism in general for the region!

} O-03-1

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0063

Comment from Escape Room Palm Springs

Submitter Information

Organization: Escape Room Palm Springs

General Comment

As both a business owner and a consumer, I have been fantasizing about rail service between the Los Angeles Metro area and the Coachella Valley my entire life. My grandmother my crippled with polio in the 1920s and in the 1960s when I was a little girl, she used to drive me out to Desert Hot Springs from Long Beach with great difficulty as she had only one functional leg. She had a second home in DHS and we would visit The Desert Hot Springs Spa Hotel for the healing mineral waters because she swore that the waters were the only thing that brought her any relief from her constant pain.

It was in the 1960s and 1970s during my childhood and on those trips with my grandmother that I fell in love with the Coachella Valley. In the 1980s, my grandmother got too old and infirm to make the drive out here herself, and she used to bitterly lament that there was no train/rail service from Los Angeles to the valley. I tried to drive her a few times, but by then, I was busy with high school and later in the 1990s, I was busy with college. I know she suffered without her healing waters, and I felt terrible that I was unable to help her more. If only there had been a train she could have taken to get her out here! What a life-changing difference that would have made for her, and by proxy, for me. She died in 1996.

I made it my goal to move to the Palm Springs area and that dream came true. I'm now 58 years old and I own a tourist attraction that barely survived the pandemic.

As a business owner, I know that I could get so many more visitors who do not own reliable

O-04-1

Comment Letter O-04, cont.

Page 2 of 2

transportation but who do have the means for a weekend getaway and ride share transportation once they get there. The Greater Palm Springs area is the most affordable and closest resort area near Los Angeles or Riverside/San Bernardo. Please find the money to create this long overdue rail system.

Thank you for hearing my story and for considering my remarks.

O-04-1
cont.

Comment Letter O-05

PUBLIC SUBMISSION

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Posted: June 28, 2021
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0066

Comment from Rail Passengers Association of California and Nevada (RailPAC)

Submitter Information

Organization: Rail Passengers Association of California and Nevada (RailPAC)

General Comment

The Rail Passengers Association of California and Nevada (RailPAC) is pleased to offer these comments on the draft Tier 1/Program EIS/EIR.

1. Third Mainline Track from Colton to Coachella

RailPAC fully supports the main feature of the preferred Build Alternative Option 1: the construction of a new third mainline track along 76 miles of the Union Pacific (UP) Railroad's 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 the variety of benefits to passenger and freight rail that are possible with this investment in additional track capacity. Any proposed service in the Coachella Valley Rail (CVR) corridor, and the capital improvements associated with it, must be recognized as a building block for future expansion. The initiatives described below would add significant public value to any capital grant request for a Colton-Coachella third mainline track:

- Greater frequency and speed of CVR passenger trains. Improvements to the level of CVR service evaluated by this Tier 1/Program EIS/EIR recommended by RailPAC, would require and be enabled by the third mainline track: far greater frequency (minimum of 6 round-trips per day, preferably 12 or more) and higher speed (a goal of at least 60 mph average speed, up from the roughly 45 mph currently proposed). Fast and frequent service, competitive with driving, is

Comment Letter O-05, cont.

essential to attract a rail ridership significant enough to provide major public benefits of reduced traffic congestion and pollution on the I-10 corridor.

- **Daily Amtrak Sunset Limited.** Increase of the frequency of Amtrak's Sunset Limited from tri-weekly to daily service has long been a goal of RailPAC. Of the multiple congestion bottlenecks along the Sunset Limited route between LAUS and New Orleans, which need to be relieved to allow daily service of this long-distance Amtrak train, the San Geronio Pass/Coachella Valley segment in Southern California is among the most important. There has long been wide-ranging support in the Coachella Valley for a daily Sunset Limited. Indio has been pushing for the Sunset Limited to return service to their community as well; and a new station built for the CVR service could also serve Amtrak trains.

A daily Sunset Limited could complement the regional CVR service. One of the markets served by Amtrak long-distance trains are shorter distance corridors. The Sunset Limited can add an extra schedule at off-peak times to add options and customer value to the CVR. The current schedule of the Sunset Limited which serves the Palm Springs station late in the evening/early in the morning almost certainly offers such an opportunity.

- **Benefits to UP freight rail.** Steady growth of UP freight traffic on the Yuma Subdivision is projected to increase to 88 daily one-way freight trips on the Colton-Coachella segment by 2044 (pg. 2-26), more than double the 2018 average of 42 one-way freight trains per day (pg. 2-18). While UP has invested in many track capacity improvements on the Sunset Route over the years, one of its chokepoints remains the San Geronio Pass/Coachella Valley. With the new third main track, UP could run more conventional long-distance freight trains on the Sunset Route, and future short and medium-haul freight trains from LA/Inland Empire to the Coachella Valley and Arizona could be justified on public benefit of getting trucks off of I-10.

- **New California-Arizona regional passenger service.** Amtrak's May 2021 Connects US 'Corridor Vision' proposed one daily roundtrip of a LA-Arizona regional service, between LAUS, the Coachella Valley, Yuma, Phoenix and Tucson. For the long term, a daily Sunset Limited on its own is not sufficient to be the prime mover of rail passengers between LA, Coachella Valley, Phoenix and Tucson. RailPAC recommends that dedicated Southern California-Arizona corridor passenger trains should start with a minimum service of two daily trains each way, morning and evening from LA and Phoenix/Tucson (further complementing other future LAUS-Coachella Valley and Tucson-Phoenix trains).

- **Imperial Valley extension.** Some trains of the LAUS-Coachella Valley service should extend to Brawley, El Centro and Calexico in the Imperial Valley (as described RCTC's 1991 Los Angeles - Coachella Valley - Imperial County Intercity Rail Feasibility Study). The combined population of the bi-national region of the Imperial County/Mexicali Municipality is over 1.2 million people, providing a valuable international connection opportunity and ridership driver for CVR service.

2. Noise and Vibration of Passenger Rail Operations

In relation to Section 3.6 (Mitigation Strategy LU-3 "land use consistency", pg. 3.6-42), RailPAC recommends that sound walls and sound-dampening ballast in railbed should be implemented where the track passes close to residential areas, such as in Loma Linda.

Comment Letter O-05, cont.

Attachments

CVR Tier1 EIR comment letter RailPAC BYanity 2021.06.27



RailPAC
Rail Passenger Association
of California and Nevada

P.O. Box 22344
San Francisco CA 94122

www.railpac.org

Amanda Ciampollo
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

June 27, 2021

Subject: Comments on Coachella Valley-San Geronimo Pass Rail, Draft Tier 1/Program EIS/EIR

Dear Ms. Ciampollo:

The Rail Passengers Association of California and Nevada (RailPAC) is pleased to offer these comments to the Federal Railroad Administration (FRA), the Riverside County Transportation Commission (RCTC), and the California Department of Transportation (Caltrans) Division of Rail and Mass Transportation on the Coachella Valley-San Geronimo Pass Rail Corridor Service Program May 2021 Tier 1/Program Environmental Impact Statement/Environmental Impact Report. RailPAC is a 501(c)(3) volunteer group of railroad professionals and advocates that has campaigned for improved personal mobility in California and the west since 1978.

RailPAC applauds this effort to advance additional intercity rail service between Los Angeles Union Station ("LAUS") and the Coachella Valley. This new rail service has long been a goal of our organization, the California State Rail Plan, and Riverside County, and has been studied at least seven times by public agencies since the early 1990s. The time for action is now.

We recognize that this draft Tier 1/Program EIS/EIR is one step of a multi-phased iterative process, and that details such as passenger station locations will be evaluated and selected in the subsequent Tier 2/Project-level analyses. We look forward to reviewing this Tier 2 analysis. RailPAC also wants to emphasize how this project can open the door for future projects and goals much greater than the proposed new passenger rail service of two daily round-trip LAUS-Coachella Valley trains evaluated by the Tier 1 EIR.

O-05-1

1. Third Mainline Track from Colton to Coachella

RailPAC fully supports the main feature of the preferred Build Alternative Option 1: the construction of a new third mainline track along 76 miles of the Union Pacific (UP) Railroad's 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 the variety of benefits to passenger and freight rail that are possible with this investment in additional track capacity. Any proposed service in the Coachella Valley Rail (CVR) corridor, and the capital improvements associated with it, must be recognized as a building block for future expansion. The initiatives described below would add significant public value to any capital grant request for a Colton-Coachella third mainline track:

O-05-2

- **Greater frequency and speed of CVR passenger trains.** Improvements to the level of CVR service evaluated by this Tier 1/Program EIS/EIR recommended by RailPAC, would require and be enabled by the third mainline track: far greater frequency (minimum of 6 round-trips per day, preferably 12 or more) and higher speed (a goal of at least 60 mph *average* speed, up from the roughly 45 mph currently proposed). Fast and frequent service, competitive with driving, is essential to attract a rail ridership significant enough to provide major public benefits of reduced traffic congestion and pollution on the I-10 corridor.
- **Daily Amtrak *Sunset Limited*.** Increase of the frequency of Amtrak's *Sunset Limited* from tri-weekly to daily service has long been a goal of RailPAC. Of the multiple congestion bottlenecks along the *Sunset Limited* route between LAUS and New Orleans, which need to be relieved to allow daily service of this long-distance Amtrak train, the San Geronimo Pass/Coachella Valley

O-05-3

O-05-4

segment in Southern California is among the most important. There has long been wide-ranging support in the Coachella Valley for a daily *Sunset Limited*. Indio has been pushing for the *Sunset Limited* to return service to their community as well, and a new station built for the CVR service could also serve Amtrak trains.

O-05-4
cont.

A daily *Sunset Limited* could complement the regional CVR service. One of the markets served by Amtrak long-distance trains are shorter distance corridors. The *Sunset Limited* can add an extra schedule at off-peak times to add options and customer value to the CVR. The current schedule of the *Sunset Limited* which serves the Palm Springs station late in the evening/early in the morning almost certainly offers such an opportunity.

- **Benefits to UP freight rail.** Steady growth of UP freight traffic on the Yuma Subdivision is projected to increase to 88 daily one-way freight trips on the Colton-Coachella segment by 2044 (pg. 2-26), more than double the 2018 average of 42 one-way freight trains per day (pg. 2-18). While UP has invested in many track capacity improvements on the Sunset Route over the years, one of its chokepoints remains the San Geronio Pass/Coachella Valley. With the new third main track, UP could run more conventional long-distance freight trains on the Sunset Route, and future short and medium-haul freight trains from LA/Inland Empire to the Coachella Valley and Arizona could be justified on public benefit of getting trucks off of I-10.
- **New California-Arizona regional passenger service.** Amtrak's May 2021 Connects US 'Corridor Vision' proposed one daily roundtrip of a LA-Arizona regional service, between LAUS, the Coachella Valley, Yuma, Phoenix and Tucson. For the long term, a daily *Sunset Limited* on its own is not sufficient to be the prime mover of rail passengers between LA, Coachella Valley, Phoenix and Tucson. RailPAC recommends that dedicated Southern California-Arizona corridor passenger trains should start with a minimum service of two daily trains each way, morning and evening from LA and Phoenix/Tucson (further complementing other future LAUS-Coachella Valley and Tucson-Phoenix trains).
- **Imperial Valley extension.** Some trains of the LAUS-Coachella Valley service should extend to Brawley, El Centro and Calexico in the Imperial Valley (as described RCTC's 1991 *Los Angeles - Coachella Valley - Imperial County Intercity Rail Feasibility Study*). The combined population of the bi-national region of the Imperial County/Mexicali Municipality is over 1.2 million people, providing a valuable international connection opportunity and ridership driver for CVR service.

O-05-5

O-05-6

O-05-7

2. Noise and Vibration of Passenger Rail Operations

In relation to Section 3.6 (Mitigation Strategy LU-3 "land use consistency", pg. 3.6-42), RailPAC recommends that sound walls and sound-dampening ballast in railbed should be implemented where the track passes close to residential areas, such as in Loma Linda.

O-05-8

Sincerely,

Brian B. Yanity

Vice President- South and Board Member,
Rail Passenger Association of California and Nevada (RailPAC)
www.railpac.org
Email: brian@railpac.org

Comment Letter O-06

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0068

Comment from Spotlight VIP App

Submitter Information

Organization: Spotlight VIP App

General Comment

The normal shutting down of the Coachella Valley's cities during the summer months is over due to permanent movement from cities to the Coachella Valley during Covid. The traffic in town confirms that we have new residents and visitors coming from the LA area. They still have to go back and forth making the 10 an unpredictable traffic nightmare. There are no set traffic patterns and impossible to make a trip the Riverside/ LA easy to come or go.

O-06-1

Comment Letter O-07

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0090

Comment from Greater Palm Springs Convention & Visitors Bureau

Submitter Information

Organization: Greater Palm Springs Convention & Visitors Bureau

General Comment

This is an amazing opportunity to support International Tourism, the drive market within Southern California and our environment. Engaging for a greener Southern California.

} O-07-1

Comment Letter O-08

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0105

Comment from PRA Business Events

Submitter Information

Organization: PRA Business Events

General Comment

Bringing Amtrak to the valley will boost tourism and allow easier access to the Greater Palm Springs

} O-08-1

Comment Letter O-09

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Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0108
Comment from Gelato Granucci

Submitter Information

Organization: Gelato Granucci

General Comment

We are in favor of rail service from LA to the Coachella Valley. It will be economic benefits and is environmentally friendly. We urge the approval of this rail project.

} O-09-1

Comment Letter O-10

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0126
Comment from The Lautner Compound

Submitter Information

Organization: The Lautner Compound

General Comment

My business strongly supports the Coachella Valley San Geronio Pass Rail Corridor Service Program.

} O-10-1

Comment Letter O-11

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0229

Comment from Union Pacific Railroad

Submitter Information

Organization: Union Pacific Railroad

General Comment

See attached file(s)

Attachments

UPRR Comments - Coachella Valley Draft Tier 1 Program EIS-EIR - 07.06.21

Comment Letter O-11, cont.



BUILDING AMERICA®

July 6, 2021

VIA Web: <https://www.regulations.gov/docket/FRA-2021-0048>

Amanda Ciampolillo
Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Coachella Valley – San Geronio Pass Rail Corridor Service Program – Draft Tier 1/Program EIS/EIR Comment

Dear Ms. Ciampolillo:

Union Pacific Railroad Company (UPRR) submits these comments in response to the Coachella Valley – San Geronio Pass Rail Corridor Service Program – Draft Tier 1/Program EIS/EIR as prepared by the Federal Railroad Administration, California Department of Transportation Division of Rail and Mass Transportation, and Riverside County Transportation Commission (Agencies). The DEIR seeks to evaluate new passenger rail service and to construct stations and rail infrastructure along corridors that the Agencies do not operate over today. UPRR has a direct interest in the proposed projects because it owns and operates a significant portion of the rail corridor noted throughout the DEIR.

UPRR owns and operates a common carrier freight railroad network in the western two thirds of the United States, including the State of California. Specifically, UPRR 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. UPRR is the largest rail carrier in California in terms of both mileage and train operations. UPRR also has a multitude of public private partnerships across the state, including active and planned projects with various state agencies and passenger rail partners. UPRR's network in California is vital to the economic health of the state and the nation as whole, and its rail service to California customers is crucial to the current and future success and growth of those customers.

The proposed Coachella Valley – San Geronio Pass Rail Corridor Service Program (Program) is conceived as operating across a portion of UPRR's Yuma Subdivision between Colton, CA and either Indio, CA or Coachella, CA. This subdivision is an integral component of UPRR's Sunset Route franchise corridor that connects West Coast ports and the LA Basin to the Midwest and Gulf. UPRR has been cooperating with the Agencies to ensure the safety and efficiency of the UPRR system, including UPRR's ability to move goods fluidly into and out of the LA Basin and to serve current and future customers on demand, has been preserved during initial planning and modeling, and would be preserved if the Program were to proceed to construction and operation.

The Program DEIR proposes a Preferred Alternative alignment that seeks to utilize approximately 77 miles of UPRR owned right of way along which UPRR owns track and facility infrastructure that would result in a shared corridor, raising several operating, engineering, real estate and commercial franchise challenges throughout the corridor. Except where UPRR has, following negotiation with the Agencies, implemented significant capacity improvements and

O-11-1

UNION PACIFIC RAILROAD
1400 Douglas Street, Stop 1120
Omaha, Nebraska 68179

Peggy Harris
General Director
Network Development

P 402-544-5448
C 402-968-6589
E peharris@up.com

Comment Letter O-11, cont.

2

other mitigation measures to address adverse impacts to its franchise, UPRR will not allow any part of the Program service to be located on UPRR-owned property.

O-11-1,
cont.

With these general principles as context, UPRR offers these specific points:

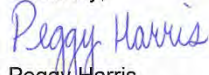
- Any infrastructure proposal comprising less than full three main tracks along the entirety of the route on UPRR right of way will be considered insufficient to protect the fluidity and reliability of freight movement on the corridor.
- All Program facilities that may cross above or below UPRR right of way must clear-span the UPRR property and be constructed a sufficient distance away to permit UPRR's full utilization of its property for railroad purposes.
- Any new facilities that cross UPRR's right of way in relation to the Program, including new or realigned roads, must be grade-separated and comply with UPRR's then-current minimum engineering standards.
- Pedestrian crossings at station locations along the proposed shared UPRR right of way must be grade separated.
- Depending on the design and proximity of the Program facilities to the UPRR right of way, special conditions such as safety barriers may be required.
- It is not clear whether the DEIR has examined the impact that construction of the Program alignment may have on the future ability of cities or other road authorities to grade-separate roads that cross the UPRR tracks along the route. State and federal policies encourage the elimination of railroad grade crossings for the benefit of safety and the efficient movement of trains and vehicular traffic. The design of the Program alignment and its proximity to the UPRR right of way under the Preferred Alternative may permanently prevent roads that currently cross the freight tracks at grade from being grade-separated in the future. UPRR requests that an analysis be completed to determine the extent of these potential impacts and that the results be formally communicated to the respective roadway authorities who might be impacted and to UPRR.

O-11-2

Considering the potentially serious and detrimental impacts to UPRR facilities, operations, current and future customer access, and to long-term roadway accessibility over UPRR tracks along the Preferred Alternative route, it is imperative that the Agencies continue working with UPRR to develop an alignment that meets UPRR safety and engineering guidelines and addresses the concerns identified in this letter or that have yet to be identified. If the Agencies do select the Preferred Alternative route, then the Agencies must mitigate any and all impacts to UPRR and our customers. The Agencies must provide solutions to overcome the impacts to UPRR noted above and any others UPRR identifies as the design of the Preferred Alternative route is developed in more detail.

Thank you for considering our comments.

Sincerely,



Peggy Harris
General Director Network Development

Comment Letter O-12

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0258

Comment from Asian Pacific American Labor Alliance, AFL-CIO (APALA) - Inland Empire Chapter

Submitter Information

Organization: Asian Pacific American Labor Alliance, AFL-CIO (APALA) - Inland Empire Chapter

General Comment

The Inland Empire California Chapter of Asian Pacific American Labor Alliance (APALA) wishes to express our enthusiastic for the Coachella Valley-San Geronio Rail Corridor Project.

Our organization is centered on advocacy where worker rights and protections intersect with the existing equity issues which are already present in our communities. Our members work, reside, conduct business, study, and worship throughout our region, and we are present in several spaces as actively involved and civilly engaged community residents.

We strongly urge the RCTC to consider the option which includes a triple track between City of Colton and City of Coachella, as this optimizes environmental benefits by increasing access and encouraging ridership in our Eastern Coachella Valley communities, which are experiencing very rapid population growth.

On behalf of our Chapter, I respectfully request that this public comment is included and retained for the official record.

In Unity,

Michael Milan, on behalf of Asian Pacific American Labor Alliance, AFL-CIO - Inland Empire Chapter

O-12-1

Comment Letter O-13

**ENVIRONMENTAL REVIEW
FOR
COACHELLA VALLEY SAN GORGONIO PASS RAIL
CORRIDOR PROGRAM**

**By
Harry M. Quinn
For
The Historical Society of Palm Desert (HSPD)**

RE: Invitation to Review Draft Tier 1/Program Environmental Impact Statement (EIS) Environmental Impact Report (EIR). Coachella Valley San Gorgonio Pass Rail Corridor Program.

Based on this review, the project appears to need several tiers of environmental studies: 1) a cultural study, both Pre-Historic (1a) and Historic (1b); 2) Paleontological study; and 3) Hazardous Waste study.

O-13-1

1a: This line was installed well before Environmental Laws were in effect so many of the pre-Historic resources may have already been disturbed. However, a new study may locate and document any remaining sites.

O-13-2

1b: The line has seen many changes through its history, from Steam Locomotives to present day Diesel-Electric Locomotives. These locomotive changes need to be documented. Sidings and watering towers that are no longer need and removed should be documented.

2. The line passes through portions of Ancient Lake Cahuilla so a paleontological study should be conducted in the lakebed portion. While not old enough to be classified as fossils by age, the materials can be considered non-renewable resources.

O-13-3

3: A Hazardous Materials study may need to be conducted prior to the other studies to document any known past spill areas. This may be needed as a safety valve for those conduction the physical portions of the first two studies.

O-13-4

Respectfully Submitted,

Historical Society of Palm Desert
HSPDREVIEW-08

Comment Letter O-14

NATIONAL RAILROAD PASSENGER CORPORATION
187 S. Holgate Street / Room 320 | Seattle, WA 98134
Robert.Eaton@Amtrak.com | Tel 206-503-5636



July 6, 2021

Honorable Jan Harnik
Riverside County Transportation Commission
P.O. Box 12008
Riverside, CA 92502

Re: Coachella Valley – San Geronio Pass Rail Corridor Service Program – Draft Tier 1/Program EIS/EIR

Dear Chair Harnik:

As the sole operator of the nationwide intercity passenger rail network, serving more than 500 destinations in 46 states, Amtrak applauds the Riverside County Transportation Commission (RCTC) for its efforts to establish additional passenger rail service in the Coachella Valley. To that end, we are writing in support of the Coachella Valley – San Geronio Pass rail corridor project.

O-14-1

In March, Amtrak released "Amtrak Connects US", which is Amtrak's vision plan for intercity passenger rail expansion nationwide. This vision will connect up to 160 communities throughout the United States by building new or improving existing rail corridors in over 25 states, including California. Specifically, our vision recognizes the importance of Coachella Valley as a potential location where additional intercity passenger rail service should be considered and we support RCTC's vision of providing two daily round trips between Los Angeles and Coachella Valley. Additionally, Amtrak's vision includes one daily train between Tucson, Phoenix, and Los Angeles, via the Coachella Valley with multiple stops along the proposed Coachella Valley – San Geronio Pass rail corridor service. Thus, making the RCTC proposed Coachella Valley rail project an important part of the "Amtrak Connects US" vision.

O-14-2

Furthermore, the proposed project has the potential of transforming the region by providing additional transportation options for the disadvantaged and underserved communities, easing traffic demand along the I-10 highway, boosting economic development, improving air quality and encouraging tourism. Moreover, as the population in the region continues to grow it will be more important than ever to provide well planned connectivity options among various cities, counties and regions. In addition to being well positioned to connect to existing passenger rail service, this project will also provide important connectivity to future high-speed rail service in Southern California.

While we recognize the Draft Tier 1 Program EIS/EIR is an early phase procedural planning document, we support RCTC's vision for additional passenger rail service in the Coachella Valley and look forward to participating in the next phase of the review process and bringing our expertise to make this project a reality.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert C. Eaton".

Robert C. Eaton
Amtrak
Senior Director, Government Affairs

Comment Letter O-15



SAN PASQUAL BAND OF MISSION INDIANS

SAN PASQUAL RESERVATION

June 15, 2021

TRIBAL COUNCIL

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Councilman

U.S Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave.
Washington, DC 20590

RE: Coachella Valley San Geronio Pass Rail Corridor Program

Dear Zeringue,

The San Pasqual Band of Mission Indians Tribal Historic Preservation Office has received your notification of the project referenced above. This letter constitutes our response on behalf of Desiree M. Whitman THPO Officer.

We have consulted our maps and determined that the project as described is not within the boundaries of the recognized San Pasqual Indian Reservation. It is, however, within the boundaries of the territory that the tribe considers its Traditional Use Area (TUA). Furthermore, we would like to engage consultation so that San Pasqual can have a voice in the developing the measures that will be taken to protect these sites and mitigate any adverse impacts. We would appreciate being given access to any cultural resource reports that have been or will be generated during the environmental review process so we can contribute most effectively to the consultation process.

We appreciate involvement with your initiative and look forward to working with you on future efforts. If you have questions or need additional information, please do not hesitate to contact me by telephone 760-651-5142 or by e-mail at THPO@sanpasqualtribe.org. and angelinag@sanpasqualtribe.org

Sincerely,

Angelina Gutierrez
Tribal Historic Preservation Office, Monitor Supervisor
San Pasqual Band of Mission Indians

Appendix C-3

Individual Comments

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Comment Letter I-01

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 01, 2021
Status: Posted
Posted: June 03, 2021
Category: Public Comment(s)
Tracking No. kpe-ds6c-b900
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0004
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I would suggest having the trains run as far as Niland. The train can be turned there as there is a yard there and it is closer to the Calexico area.

} I-01-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: May 27, 2021
Status: Posted
Posted: June 03, 2021
Category: Public Comment(s)
Tracking No. kp7-4hnb-purv
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0005
Comment from Pam Nelson

Submitter Information

Name: Pam Nelson

General Comment

Coachella Valley-San Geronio Pass Rail Corridor Service Program: I have 3 main concerns:
Cost for riders, clean engines and wildlife crossings
Cost for riders need to be inexpensive. Public transit is not popular unless it is affordable. This is the only way to success.
Clean engines: Truck engines have been electrified. It's time to improve engines so this is a good replacement to car travel (cars are becoming more efficient)
wildlife crossings: wildlife has been fragmented by our transportation and residential infrastructure. We need to have multiple and functional crossings.

I-02-1

Comment Letter I-03

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 01, 2021
Status: Posted
Posted: June 03, 2021
Category: Other
Tracking No. kpe-k2qh-j8gm
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0006

Comment from Kirk Olsen

Submitter Information

Name: Kirk Olsen

General Comment

I frequently travel by car from Rancho Mirage to El Segundo, and taking the train would be a fantastic alternative to driving. Therefore, I strongly support rail service between the Los Angeles Basin and the Coachella Valley. However, none of the Build Option Alternatives would work for me because there are no connections to the Metro Green/C Line. My business destination in El Segundo is within walking distance of the Metro Green/C Line Aviation Station, and the proposed train routes go right past the Metro Green/C Line Norwalk Station. It would make sense to travel by rail from my home to El Segundo if I didn't have to detour all the way to LAUS and then take multiple Metro trains to get there. This is such a missed opportunity to gain passengers like myself who travel between the Coachella Valley and the South Bay. I have attached annotated maps clearly indicating the missing connection.

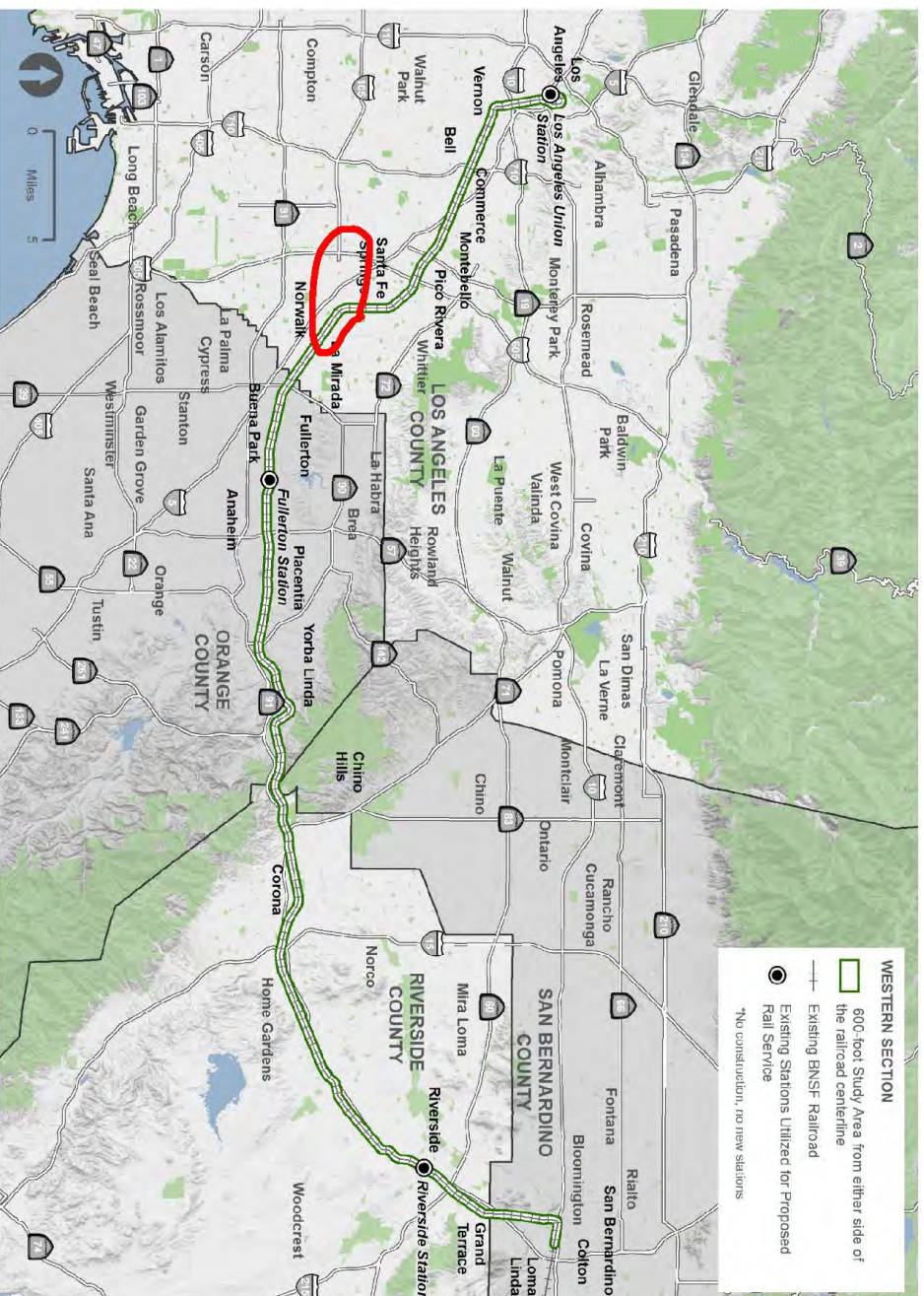
I-03-1

I-03-2

Attachments

Connection Missing

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





PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 04, 2021
Status: Posted
Posted: June 08, 2021
Category: Public Comment(s)
Tracking No. kpj-7aje-33uq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Gorgonio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0007
Comment from Javier Navarro

Submitter Information

Name: Javier Navarro

General Comment

The way the San Gorgonio pass corridor study is set up, it is more of a billion dollar taxpayer giveaway to a for profit company. If money is going to be spent triple tracking the corridor for Union Pacific, there needs to be more than two round trips per day. A minimum of six rounds trips would actually make the corridor useful to commuters. As it is set up, people will continue to drive on interstate 10 because it would not be useful to take the train to work.

} I-04-1

} I-04-2

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 06, 2021
Status: Posted
Posted: June 08, 2021
Category: Public Comment(s)
Tracking No. kpl-imbc-xf6q
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0008
Comment from Jodi Callahan

Submitter Information

Name: Jodi Callahan

General Comment

I think it's a great idea and long overdue. Definitely recommend that the service be extended to Coachella due to the concerts and other projects being built out in that area. It will provide easier access without having to drive. The rail will also provide other transportation opportunities for shuttling people from the rail stations as well to their final destinations. This proposal cannot be completed soon enough.

I-05-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 07, 2021
Status: Posted
Posted: June 08, 2021
Category: Public Comment(s)
Tracking No. kpm-xcbd-gjvp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0009
Comment from Raymond Gregory

Submitter Information

Name: Raymond Gregory

General Comment

The Coachella Valley and San Geronio Pass communities are growing rapidly and are a magnet for business and leisure travel. Concurrently, the growing population in the region means more trips for business and leisure to the LA and Orange County areas. This project makes sense. To ease congestion, to stimulate smart development, to address affordable housing concerns, to get vehicles off the roads and address climate change; this project makes sense. It's past time for all those involved to make the needed investment and move this project forward.

I-06-1

Comment Letter I-07

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 07, 2021
Status: Posted
Posted: June 08, 2021
Category: Public Comment(s)
Tracking No. kpn-0ojc-afbg
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0010
Comment from Michael Hayes

Submitter Information

Name: Michael Hayes

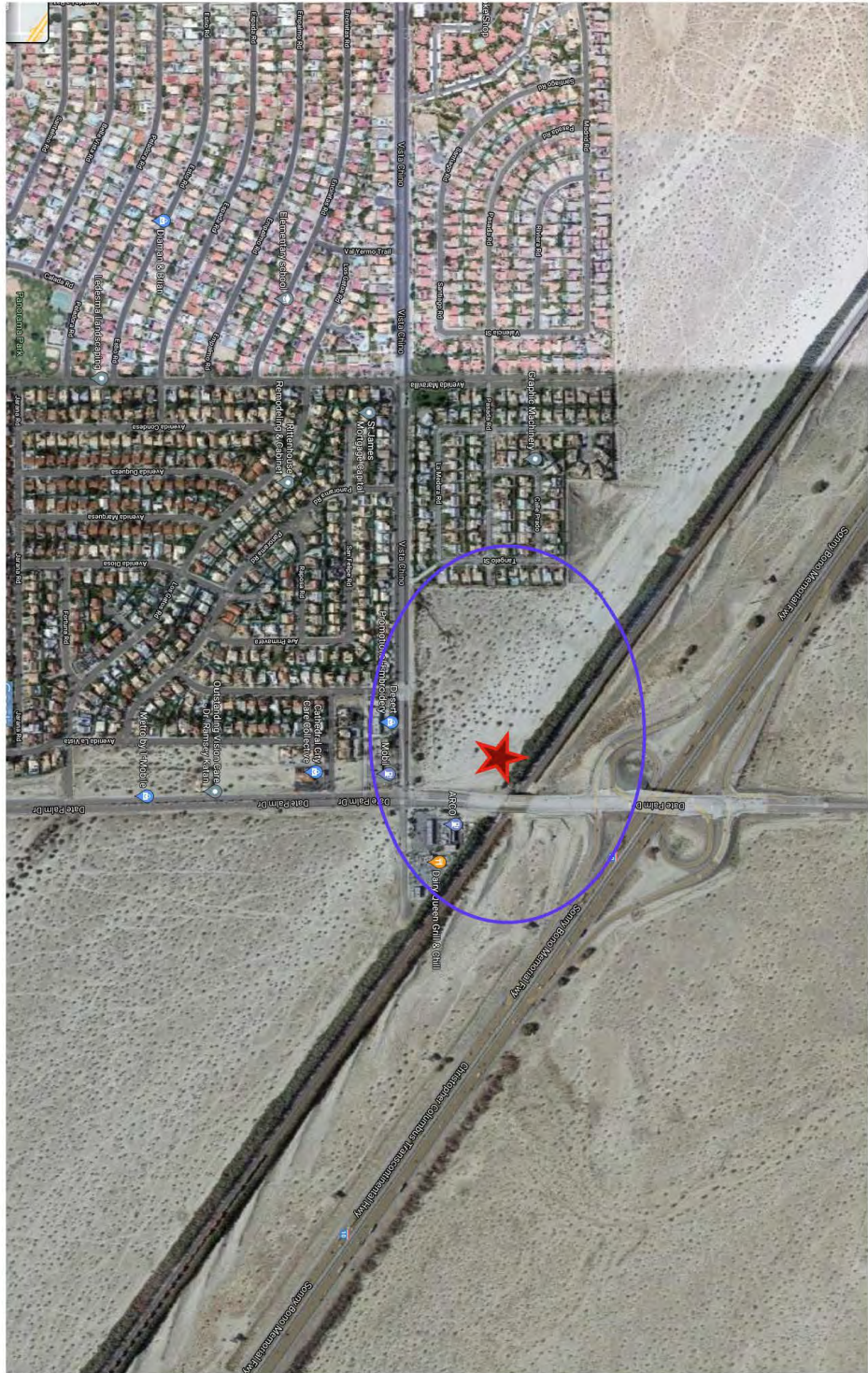
General Comment

As a transit advocate and frequent rider, I'd love to see regular service from LA to the Coachella Valley. There is tremendous appeal and demand as evidenced by the reliable amount of traffic on the 10 and 60 freeways, especially on weekends. I think the success and utilization of the rail would hinge critically on the regions eagerness to embrace density near stations so that, the train is a convenient and viable option for both commuting and leisurely travel. Our current rail network is stunted by poor regional planning that situates station platforms in a sea of parking lots. People want to be transported from point A to point B, not Point A to Point A.1 then take an uber to Point B... the "first mile - last mile" dilemma is a real problem at most west coast transit stops. The station must be more than a parking lot, but a destination in and of itself. To that point, I'd recommend the removal of PSN for a combined station for Palm Springs and Cat City at Date Palm Drive and Vista Chino so that a destination can spring up at the new station with connections to downtown Palm Springs and points of interest in a downtown-less Cathedral City. See attached image for Transit Village suggestion

I-07-1

I-07-2

Attachments



Comment Letter I-08

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 11, 2021
Status: Posted
Posted: June 15, 2021
Category: Public Comment(s)
Tracking No. kps-dm21-izf9
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0011
Comment from virginia Kast

Submitter Information

Name: virginia Kast

General Comment

AS a resident of Palm Springs, I think this is a wonderful addition to public transportation. I would use it often. Virginia Kast

} I-08-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 11, 2021
Status: Posted
Posted: June 15, 2021
Tracking No. kps-efyr-sal3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0012

Comment from Cos Aiello

Submitter Information

Name: Cos Aiello

General Comment

Yes! Sorely needed.

} I-09-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 11, 2021
Status: Posted
Posted: June 15, 2021
Category: Guidelines / Policy
Tracking No. kps-h7lj-fi8i
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0013
Comment from Tim O'Bayley

Submitter Information

Name: Tim O'Bayley

General Comment

I fully support an expansion of passenger rail service through the pass to Indio/Coachella. It is shocking that better service doesn't already exist, and I consider the current state of passenger rail to be completely inadequate and insufficient. It has taken far too long to get to this phase, and I urge you to proceed as swiftly as possible.

I-10-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 11, 2021
Status: Posted
Posted: June 15, 2021
Category: Public Comment(s)
Tracking No. kps-xkzj-m2fg
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0014
Comment from Mikca Ladley

Submitter Information

Name: Mikca Ladley

General Comment

This is a GREAT idea, and perfect timing! The Valley is expanding, and so with it, must be transportation. With the new hockey / entertainment arena being built, the train will be needed. The 111 is already backing up with many, many cars on Sunday with visitors leaving the Valley. Keep the train moving!

I-11-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq1-4m4s-b2n8
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0015
Comment from john ohea

Submitter Information

Name: john ohea

General Comment

As a Coachella Valley year round resident for almost 4 decades I welcome this project. Getting to and from downtown LA can frequently be almost twice the 3 hour time the rail system estimates. I believe any environmental impact the project may have will be offset by the reduction in vehicle traffic and convenience from getting to and from the nearest metropolitan hub of our valley.

I-12-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 18, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq2-lo7t-7mai
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0016
Comment from Russ Martin

Submitter Information

Name: Russ Martin

General Comment

The Coachella Valley is one of the premier vacation destinations in the world. We enjoy great year round weather, the finest resort hotels, Vegas style Casinos, international sporting events (golf, tennis and soon....ice hockey!) hiking and world class live entertainment. Air travel to the Coachella Valley has increased as more tourists flock to our desert to enjoy what we have to offer. Rail service to the valley is imperative.

I-13-1

Comment Letter I-14

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Public Comment(s)
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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0017

Comment from Sara Cardella

Submitter Information

Name: Sara Cardella

General Comment

I moved to Coachella Valley in 2003. I came from a city with different types of public transportation (San Francisco) and it was wonderful. I have visited many cities in Europe and Asia that have various types of public transit and trains are the best. I believe if you build this, it will definitely improve the Coachella Valley immensely. The traffic on I-10 can be ridiculous going towards LA. It would be fabulous to be able to have a regular train stops going to and from LA decent times. Also, please ensure that creating usable, safe, and clean train stations are part of the deal. You have my vote.

I-14-1

I-14-2

Comment Letter I-15

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 18, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq2-nf84-tm7m
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0018

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Improving Quality of Life and Sustainable Economic Growth

In addition to contributing to less traffic and cleaner air, rail service from Los Angeles to Indio/Coachella is essential for equitable access to and from our Coachella Valley communities to the rest of Southern California. It would allow more visitors, locals and workers at all income levels to travel for leisure, employment opportunities, and business, thus improving the local economy and quality of life for our residents. This rail service is also key to sustainable growth in the Coachella Valley, as the addition of regular, reliable rail service would increase the ease of rail travel from other, more populated areas of Riverside County, encouraging job growth in tourism by increasing our employee pool.

I-15-1

Boosting Tourism from Our SoCal Drive Market

We are excited about the positive impact this new rail service could have in bringing additional visitors from Southern California's coastal regions to Greater Palm Springs. This region relies heavily on these drive markets for tourism throughout the year. Expanding their access to the region will increase visitation and our tourism economy. It is important any new rail service between Los Angeles and the Coachella Valley take no more than 3 hours. The number of new stations along this route should be carefully reviewed to ensure potential passengers see rail service as a viable alternative to driving.

I-15-2

Comment Letter I-15, cont.

Increasing the Number of Overseas Visitors

Overseas international visitors play a key role in our efforts to promote the summer season and make Greater Palm Springs a year-round destination. Most overseas travelers are visiting California in the summer months and typically stay longer and spend more than domestic travelers. These visitors are accustomed to rail travel. In the EU alone, estimates state that 258.4 billion passenger miles were completed in 2019, up 3.4% from the previous year – continuing its growth for the sixth year in a row. In comparison in North and South America in 2019, passengers traveled around 16.7 billion miles on railways. Currently, Palm Springs International Airport does not provide U.S. Border and Customs services and only services international flights originating from airports with pre-clearance facilities. Therefore, the vast majority of international visitors utilize larger airports such as LAX and drive into Greater Palm Springs. The addition of rail service from an international gateway city such as Los Angeles will increase our number of overseas visitors.

I-15-3

Supporting Regional Events

Rail service from LA through the Inland Empire is essential to the Coachella Valley's continued growth. The new Coachella Valley Arena, currently under construction and slated to begin events in late 2022, has the potential to generate \$141million in annual economic impact for our region, and this rail service would help make the Arena and its events more accessible to visitors from other areas of Southern California.

I-15-4

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 20, 2021
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Posted: June 24, 2021
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Tracking No. kq5-ravz-y9br
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0019
Comment from Marybeth Tarrant

Submitter Information

Name: Marybeth Tarrant

General Comment

We need this railroad!!!!

} I-16-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 21, 2021
Status: Posted
Posted: June 24, 2021
Tracking No. kq6-snsi-xhca
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0020
Comment from Amy Guzzetta

Submitter Information

Name: Amy Guzzetta

General Comment

This is so imperative to our quality of life here in Southern California! Once this railway is up and running we can travel without sitting for hours in traffic, wasting precious gas, time that we can never get back, and destroying the air quality with the fumes from all of the cars inching down the freeway.

This railway should have been built decades ago, we are so behind the times! I can't wait until the day when I can travel to Orange County and LA for the day to shop, lunch, see friends, go to the beach, and then hop on the train and return to the Coachella Valley. What a dream that is going to be!

I-17-1

Comment Letter I-18

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-g9u4-qbtw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0022

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

While "passenger" trains used to be a delightful way to travel, what is being proposed will actually evolve into another San Francisco BART system, most likely with additional departures and returns. I have lived in the Bay Area and have commuted to work via BART. It has turned into a commute from hell for those having no choice but to use the system for employment. Surely you must be aware of the rampant crime associated in riding BART. Commuters are harassed by bums marauding through the trains wanting money; the homeless live in the various BART stations defecating anywhere they like. Vehicles are broken into and stolen from the parking lots. Eventually, this idea of a corridor rail service will succumb to these exact pitfalls of BART.

I-18-1

I-18-2

You boast a 3 hour and 15 minute one-way commute time—what's so great about that? One can make it faster via their car. Yes, there are accidents and congestion, but there are ways to combat that: Ridesharing to use faster lanes and incentives for doing so, there are toll roads, and best of all, with a vast majority of people having worked from home for over a year and successfully being productive, the agencies proposing this service should make a concerted effort to urge more employers, more companies to adopt that strategy permanently—even part-time at home would alleviate much of the traffic.

I-18-3

Further, I certainly do not want my tax dollars going towards this project. I moved to Indian Wells a couple of years ago for its serenity and what appears to be a safe place to live.

I-18-4

Even though this project was created with good intentions, please look beyond your idyllic depiction of what this could be, but with the reality of what it will end up being—a commuter

I-18-5

Comment Letter I-18, cont.

train bringing in undesirables—druggies and the homeless—and those with crime on their minds. We already are burdened with the governor releasing several thousand hard-core felons into our communities—you can bet some of them will be riding this train.

I-18-5,
cont.

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Decision / Response
Tracking No. kq8-guln-pait
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0023
Comment from Beth Pearce

Submitter Information

Name: Beth Pearce

General Comment

We believe that such a railway is a splendid idea and long overdue! We think it will be used by a great number of people as there is no other means of transportation between the Coachella valley and Los Angeles other than private car. And therefore riders will not only save time plus wear and tear on their automobiles but the cities will save millions of unnecessary drivers on their highways! The taxi and bus industry in both the Coachella Valley and in Los Angeles will gain far more usage from the train passengers as will the Metro in LA - it's a win for all!

I-19-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-o6hu-lemz
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0024
Comment from Olivia Prescott

Submitter Information

Name: Olivia Prescott

General Comment

This would be absolutely amazing for our destination and our economy as a whole! Not to mention reducing carbon emissions & reducing traffic during highly congested times. 1,000% YES I SUPPORT THIS!

I-20-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-oz5f-xauj
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0025
Comment from Luke Mauerman

Submitter Information

Name: Luke Mauerman

General Comment

Of course it's expensive; these things always are, and never are they on time or on budget. But as a twice-weekly commuter to LA from Palm Springs I can't begin to describe the nightmare that I have to suffer every time I undertake the drive. The nominal 125 mile trip can take up to six hours by car. My last trip before COVID I had to be at LAX at 7:20 a.m., so I dutifully left my home at 3 a.m. And I was STILL twenty minutes late to work. Over four hours to get through, at 3 in the morning tells us all we need to know. Cars pollute, crash, get jammed up; so many variables...and by the time you reach this level of saturation we're no longer talking about freedom of the road and the will to travel. The route is saturated, ailing, crumbling and it will only get worse from here. I leave you with one further question: Will the train have a cocktail lounge?

I-21-1

Comment Letter I-22

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-p8c9-a8pg
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0026
Comment from Saskia Rhodes

Submitter Information

Name: Saskia Rhodes

General Comment

This project will impact the poorest areas with noise and construction. It is obviously the second stage of the backroom deal that is constructing a hockey stadium and concert venue right next to thousand palms on incorporated land after it was turned down elsewhere. This fantasy rail system will not lead to dazzling tourists spending money, it will bring infrastructure and social problems to the community and few benefits to fulltime residents. It is the equivalent of claiming a statue of Marilyn Monroe is a business generator. We will lose the last good parts of native Coachella valley to the same spread that has left LA an abysmal I affordable contested place to be. Groups will challenge this proposal based on reality not transit politicians pipe dreams. MTA has low ridership and very low use, why bring a failed idea here?

} I-22-1

} I-22-2

} I-22-3

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Other
Tracking No. kq8-s1w7-7t4h
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0027
Comment from Bruce Flamenbaum

Submitter Information

Name: Bruce Flamenbaum

General Comment

yes, we need a train to LA now!! it will save energy and decrease traffic.

} I-23-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Other
Tracking No. kq8-s1yp-9kfu
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0028
Comment from Bruce Flamenbaum

Submitter Information

Name: Bruce Flamenbaum

General Comment

yes, we need a train to LA now!! it will save energy and decrease traffic.

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-sgvp-f6qr
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0029
Comment from James Turner

Submitter Information

Name: James Turner

General Comment

If train service in the Coachella valley becomes a reality, have a stop within walking distance to our new arena.

} I-25-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-ulil-hnq6
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0030
Comment from Beatrice Carter

Submitter Information

Name: Beatrice Carter

General Comment

This is a wonderful idea, having this option would allow for me to visit family more often.

} I-26-1

Comment Letter I-27

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 22, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-ur9j-3f9y
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0031
Comment from Shelley Kaplan

Submitter Information

Name: Shelley Kaplan

General Comment

I whole heartedly support this plan. As a former City Council member in Cathedral City and RCTC representative I have supported this proposal for years and would like to see the final construction and operation phases to be reached as quickly as possible. I agree that a station location at Bob Hope is well located and certainly close to Sunline transit which can support local movement from the train station to various locations in the Valley. I also agree that having more than two trips per day would be preferable as well as special trips for major events like the Coachella Festival, since the economy of the Valley is reliant on tourism economic impact of over \$7.5 billion a year. This connection provides opportunities to encourage increased tourism, reduced pollution from vehicular travel, more opportunities for employment both locally and though commuting, and improved safety by providing an alternative to Interstate 10 in case of an emergency. You have all my support!!

I-27-1

I-27-2

I-27-3

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq9-3oi6-2rx1
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0032

Comment from Joe De Hoyos

Submitter Information

Name: Joe De Hoyos

General Comment

We need a train from LA to Palm Springs. This is a major destination and should be accessible by public transit. A twin to Fullerton? What's at Fullerton? Why do people need to go there on their way to the Desert Cities? Please make it easy to travel back and forth from LA to Palm Springs. Thank you. Joe De Hoyos, Palm Springs resident

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq9-pr9g-n2qz
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0033
Comment from Gerard Kent

Submitter Information

Name: Gerard Kent

General Comment

We need this rail service to stop in Desert Hot springs CA

} I-29-1

Comment Letter I-30

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Supporting / Supplement Material(s)
Tracking No. kq9-qayv-2t0k
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Gorgonio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0034
Comment from gloria leslie

Submitter Information

Name: gloria leslie

General Comment

I would like to see the Coachella Valley
San Gorgonio Pass Rail have service to Los Angeles. The rail is in place and would relieve the
10 Freeway of the weekend traffic jams.

I-30-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Tracking No. kq9-rmh6-su7k
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0035

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I'm a long time resident of Ventura County but have now made my forever home in Palm Desert, CA. The drive from Palm Desert to Thousand Oaks/Moorpark is grueling. With freeway construction delays, freeway shootings and traffic the trip is cumbersome. I can't fly from Palm Springs to Van Nuys or Camarillo. The train is effortlessly efficient. Less pollution and would be a boost for Coachella Valley tourism.

I rode the train daily from Moorpark to Union Station when I worked for LACMTA. It would be great if other employers subsidized train fare for their employees just as LACMTA does who also by the way provide van pool transportation from the stations to work or the nearby subway trains. Mass Transit is efficient, mostly on time and cost-effective. We need to use the Federal grant in efficient ways and the San Geronio Pass to Union Station is an excellent choice. Even better than the bullet train. Tracks are already laid out here in Coachella valley.

I-31-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kqa-34wk-69vk
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0036
Comment from Robert Cummins

Submitter Information

Name: Robert Cummins

General Comment

Many people who travel into the LA area are trying to get to LAX. This proposed line should connect with the Norwalk light rail station that goes directly to LAX and will avoid people having to travel to downtown LA and catch the FlyAway Bus - getting them to the airport in a more timely manner.

I-32-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqa-bxd9-cpj7
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0037
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I think it would be great for the economy of the valley allowing people to travel easier between LA and here for work or visiting as well as making it easier for tourists to visit

I-33-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqb-p7op-orbp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0038
Comment from Cesar Lopez

Submitter Information

Name: Cesar Lopez

General Comment

I would love the training to make it to the East end of the Coachella Valley so low income families can also have access to the train. A great idea would be a station on Grapefruit and 6th in Coachella. This would allow families in the Eastern Coachella Valley access to this proposed line.

I-34-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
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Category: Public Comment(s)
Tracking No. kqb-tmc5-8t8o
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0039
Comment from DonnaDonna Greene

Submitter Information

Name: DonnaDonna Greene

General Comment

So vital to our community! This will enable the Valley to join the rest of Southern California.
San Diego next please!

I-35-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-mddk-vw88
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0040
Comment from Elizabeth Godina

Submitter Information

Name: Elizabeth Godina

General Comment

I think it's an amazing idea! We need more public transportation available from our desert to greater cities. This train can ease traffic and prevent possible accidents. We need to invest to our community and this is a great way.

I-36-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Tracking No. kqc-ua3e-5n93
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0042

Comment from Lynn Schaan

Submitter Information

Name: Lynn Schaan

General Comment

We would love to see a rail service connecting the Coachella Valley to the coastal area. We have a home in the valley and absolutely hate the drive to Los Angeles area but would be frequent travellers by train.

I-37-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-vgnz-sjf2
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0043
Comment from Gary Orfield

Submitter Information

Name: Gary Orfield

General Comment

Overseas international visitors play a key role in our efforts to promote the summer season and make Greater Palm Springs a year-round destination. Most overseas travelers are visiting California in the summer months and typically stay longer and spend more than domestic travelers. These visitors are accustomed to rail travel. In the EU alone, estimates state that 258.4 billion passenger miles were completed in 2019, up 3.4% from the previous year – continuing its growth for the sixth year in a row. In comparison in North and South America in 2019, passengers traveled around 16.7 billion miles on railways. Currently, Palm Springs International Airport does not provide U.S. Border and Customs services and only services international flights originating from airports with pre-clearance facilities. Therefore, the vast majority of international visitors utilize larger airports such as LAX and drive into Greater Palm Springs. The addition of rail service from an international gateway city such as Los Angeles will increase our number of overseas visitors.

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-vrbb-lb3x
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0044
Comment from Kevin JANASAK

Submitter Information

Name: Kevin JANASAK

General Comment

I fully support the expedited completion of the Coachella Valley San Geronio Pass Rail Corridor! The mass transit project will facilitate easy and safe travel between LA and the Palm Springs area.

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-vysa-w42i
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0045

Comment from Maribel Aguilar

Submitter Information

Name: Maribel Aguilar

General Comment

Yes this is definitely something the Coachella valley needs. Please pass it.

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Other
Tracking No. kqc-wuf8-hsp3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0046
Comment from Robert Ramirez

Submitter Information

Name: Robert Ramirez

General Comment

With family in the L.A., Orange County & Riverside Areas, we would all definitely utilize this rail service on a regular basis.

} I-41-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-xv52-3mnt
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Gorgonio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0047
Comment from Celeste Brackley

Submitter Information

Name: Celeste Brackley

General Comment

I am looking forward to seeing this Coachella Valley San Gorgonio Pass Rail happen in my lifetime! It is necessary and will make traveling to and from Palm Springs so much easier! It will increase tourism and will benefit the whole valley! Thank you!

I-42-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Request for Comment(s)
Tracking No. kqc-ydxx-by5h
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0048

Comment from steven bohm

Submitter Information

Name: steven bohm

General Comment

I am a independant meeting planner. i work with groups that meet in the palm springs area and also meet in the coastal area, i am talking large groups of 400 rooms or more who would use this service and more meetings would be able to book in both area's. as well as smaller meetings.. I fully support the train service coming out to the palm springs area,

I-43-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-ysl2-0fea
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Gorgonio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0050
Comment from Russ Martin

Submitter Information

Name: Russ Martin

General Comment

There is rail service to Los Angeles, San Francisco, and San Diego. Yet the Coachella Valley, arguably one of the premier vacation and entertainment destinations in the country does not. Air service at the Palm Springs Airport has expanded to accommodate increased demand for travel to the valley. It's time to make a change and bring rail service to our desert communities.

I-44-1

Comment Letter I-45

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Tracking No. kqc-zkgn-217i
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0051

Comment from Judith Burns

Submitter Information

Name: Judith Burns

General Comment

I am in full support of a rail system coming to Coachella Valley, I m not a fan of driving far places and I would definitely be taking advantage of a train.

I-45-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqd-0bgg-4glv
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0052
Comment from Jeff Hobson

Submitter Information

Name: Jeff Hobson

General Comment

YES! This is a no-brainer. Rail service would be a massive boom to the local economy of the Coachella Valley not to mention the community service. The drive from our Valley to Los Angeles is absolute hell 98% of the time. This would be a revenue generator for them State as well! Go! Go!

I-46-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Other
Tracking No. kqd-0hpg-v5v9
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0053
Comment from John Burke

Submitter Information

Name: John Burke

General Comment

I support establishing commuter rail service to the Coachella Valley; it will decrease traffic congestion while increasing tourism to and from the valley.

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 26, 2021
Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqd-tguh-ltlc
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0054
Comment from Linh Young

Submitter Information

Name: Linh Young

General Comment

I think having a passenger rail route from Los Angeles to the Coachella Valley is a necessary and much needed service. It would alleviate congestion on the 10 freeway and in turn be a greener option. It would be nice to also be connected to the existing railway in Perris as well.

I-48-1

Comment Letter I-49

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqd-zpbq-q9xh
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0055

Comment from Simon Holzman

Submitter Information

Name: Simon Holzman

General Comment

I love the idea of railways... they are hugely more efficient and comfortable (and can be faster) than driving BUT in practice they don't ever work as well as I would like.

I-49-1

This plan is proposing a slow, inconvenient, and almost certainly, expensive service that almost no-one will use. And the proposal will take too long to happen anyway.

1. The plan is proposing two trains a day... This is functionally useless. The train needs to run at least once every half hour 24 hours a day, (well, maybe it can go down to once an hour between midnight and 6am), to provide an acceptable level of service. If you miss the evening train, you don't want to be stranded until the next day. If people can't reliably and conveniently get home, they will stick with their car.

I-49-2

2. If the journey is slower than driving, people won't use it... three hours from Palm Springs to LA is at least an hour too long. Having too many stops makes a train service dramatically slower without adding much functionality since most passengers can be assumed to have their own car and bus services are available for those who don't.

I-49-3

Comment Letter I-49, cont.

3. Intercity Trains are generally expensive. Even in Britain, where gas is expensive, it is usually cheaper for one person to drive than for them to take a train to travel from one city to another, if they already own the car. Once two or three people are travelling together, the train gets prohibitively expensive. This service would need to cost about \$10 per passenger each way for it to be affordable.

I-49-4

4. They are talking about this taking 10 years AFTER it all gets approved and to cost a Billion dollars (and we know that estimate is probably a half the real cost based on past estimates like this). What's the use in that and why does it have to take so long ?

I-49-5

Instead, run a single carriage train (with free WiFi if cell service isn't reliable for the whole route) from Indio to LA every hour, stopping at the North Palm Springs halt, starting tomorrow with a bus that runs Highway 111 from Indio to the North Palm Springs stop. See how busy it gets and add carriages to the busy times over time. There's no need for an environmental review or for building new tracks or a new station or any huge financial commitment - Just make it easy, affordable, and reliable.

I-49-6

It probably won't be that fast because it'll be running on freight rails, but it won't be much slower than driving through LA traffic and the people that would have been driving will be able to work or otherwise entertain themselves electronically. Plenty of people will still drive but the service will get decent use and it would be relatively easy to increase capacity if there's an accident blocking the 10 or for events like Coachella.

I-49-7

PUBLIC SUBMISSION

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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0056
Comment from David Cohan

Submitter Information

Name: David Cohan

General Comment

Residents, as well as visitors, need a reliable, affordable and sustainable alternative means of transportation between Los Angeles and the Coachella Valley. The communities along this rail corridor also need this transportation option. Driving in a car is the only practical option for most people now and it creates even more traffic volume on the highways, traffic jams, spent fuel, air pollution, wasted hours, accidents, and missed opportunities. Aside from the direct economic benefits of reducing car trips, a rail option will create multiple nodes to allow for additional and more affordable housing development where it is desperately needed, as well as allowing for greater movement of people, visitors and the associated economic activity from tourism and inter-business trade.

Comment Letter I-51

PUBLIC SUBMISSION

As of: July 07, 2021
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0057

Comment from Heather Ross

Submitter Information

Name: Heather Ross

General Comment

The original I10 corridor was originally designed for a railway track. Why is that option not considered.

I-51-1

As a resident along the San Timoteo canyon corridor, we strongly oppose the addition of another train track.

I-51-2

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0058

Comment from Tim Ellis

Submitter Information

Name: Tim Ellis

General Comment

As a long term Tourism professional I 100% I whole heartedly support the train to and from Palm Springs area and Los Angeles. The 1-10 continues to be more and more congested. Besides Tourism benefits it will allow people living in both areas to move back and forward with no traffic.

I-52-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqe-02xu-4z81
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0059
Comment from H Ross

Submitter Information

Name: H Ross

General Comment

Has this been synchronized with the development of transportation links between the hyper loop to Ontario airport and the connection to Palm Springs?

I-53-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 26, 2021
Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0060
Comment from Kathy Heckathorn

Submitter Information

Name: Kathy Heckathorn

General Comment

One of the joys of traveling to other countries is being able to ride the trains, which are fast, convenient, economical, and fun. It's time for California to step up. Please move full speed ahead with this project.

I-54-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqe-7tgr-dybo
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0061
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Please give the Coachella Valley rail transportation to big cities of LA and San Diego if possible. Seniors who no longer drive or do not risk driving the freeways need good form of travel. Not by bus or costly limo driver etc. This has been an ongoing request since I retired here 26 yrs ago. Golly havent you had enough time to think it over. Just do it. Thank you

I-55-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 26, 2021
Status: Posted
Posted: June 28, 2021
Category: Decision / Response
Tracking No. kqe-a5gv-6zyw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0062
Comment from Sharon Clark

Submitter Information

Name: Sharon Clark

General Comment

Absolutely it would be a benefit to the Coachella Valley to have rail service to/from Los Angeles.

I-56-1

Comment Letter I-57

PUBLIC SUBMISSION

As of: July 07, 2021 Received: June 26, 2021 Status: Posted Posted: June 28, 2021 Category: Supporting / Supplement Material(s) Tracking No. kqe-fl15-wmcz Comments Due: July 06, 2021 Submission Type: Web
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Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0064
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Having a passenger rail service to Coachella Valley will benefit southern CA as a whole. It will benefit tourism and transportation for all levels of society as well as help with global warming challenges.

I-57-1

Comment Letter I-58

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqf-9e2o-kt78
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0065
Comment from Caroline Yeager

Submitter Information

Name: Caroline Yeager

General Comment

This would be a welcome return to service.

} I-58-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Decision / Response
Tracking No. kqf-ngfj-tqp7
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0067

Comment from Lisa Botts

Submitter Information

Name: Lisa Botts

General Comment

A passenger rail system to Palm Springs is a great idea! I was born and raised in LA and am now a full time resident and business owner in Palm Springs. I've often wondered why there wasn't a passenger option on the rail system. With few options outside of hiring a private plane or sitting in traffic for hours a passenger train system will bring more people to our beautiful city. And it makes a trip into LA a more enticing option.
Please, please do it!

I-59-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kq2-ey6a-xkz0
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0069
Comment from Derek Wallen

Submitter Information

Name: Derek Wallen

General Comment

I am a resident of Indian Wells who lived in Los Angeles for almost 17 years. I am STRONGLY in favor of this rail project. It is badly needed to make traveling between L.A. and the Coachella Valley cheaper, easier and more environmentally friendly. Let's get this done!

I-60-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kq2-jwbi-773e
Comments Due: July 06, 2021
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0070

Comment from Karen Schnabel

Submitter Information

Name: Karen Schnabel

General Comment

Rail service to the Coachella Valley would be good thing, in my opinion. Eventually, if it could connect to other cities like Las Vegas and Phoenix, I think it would be a really great transit option. Also, exporting goods from this area would get a boost.

I-61-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-hq1h-7buf
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0071

Comment from Kyle Canova

Submitter Information

Name: Kyle Canova

General Comment

This project would be a spectacular addition to the Coachella valley. My suggestion for a station is at the Jefferson street interchange with shuttle service to and from the Indio polo grounds music festivals along with service to the new Palm Desert arena project. It also provides remote employees, like myself, easier access to large scale airports and venues in the Los Angeles area and family transportation to the Coachella valley from the inland empire for my older relatives.

I-62-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 25, 2021
Status: Posted
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Category: Public Comment(s)
Tracking No. kqc-hq7s-ht83
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0072
Comment from Kyle Canova

Submitter Information

Name: Kyle Canova

General Comment

This project would be a spectacular addition to the Coachella valley. My suggestion for a station is at the Jefferson street interchange with shuttle service to and from the Indio polo grounds music festivals along with service to the new Palm Desert arena project. It also provides remote employees, like myself, easier access to large scale airports and venues in the Los Angeles area and family transportation to the Coachella valley from the inland empire for my older relatives.

I-63-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-i7sc-wu6u
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0073

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I think having a train from Indio to LA is a brilliant idea. Not only will the locals (myself included) would take advantage but people coming into town would also benefit from it. For me it's simple, I have a fear of driving so I'm used to taking public transportation. It can be time consuming so having access to a train would be amazing. I've lived in LA and would always take advantage of the train. Less road congestion and faster to get to and from.

I-64-1

Comment Letter I-65

PUBLIC SUBMISSION

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Tracking No. kqc-suaq-g9yd
Comments Due: July 06, 2021
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Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0074
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Please bring to the Coachella Valley! Put a stop in Indio!

} I-65-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 28, 2021
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Tracking No. kqc-tlfn-1v33
Comments Due: July 06, 2021
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Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0075
Comment from David t Casares

Submitter Information

Name: David t Casares

General Comment

This is way overdue. The traffic from OC to our home in Indio is getting worse. There are weekends we don't come out due to traffic. A relaxing, stress free train ride would be awesome! We need this ASAP. Thanks, Dave Casares

I-66-1

Comment Letter I-67

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0076

Comment from Sally Hill

Submitter Information

Name: Sally Hill

General Comment

I think it would greatly support the communities involved as well as have a positive impact on the environment.

I-67-1

Comment Letter I-68

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0077

Comment from Cathy O'Connell

Submitter Information

Name: Cathv O'Connell

General Comment

I love the idea of rail transportation to LA and would use it frequently! We do the drive into Los Angeles weekly and having a easy option to not drive would be incredible!

I-68-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 28, 2021
Category: Public Comment(s)
Tracking No. kqc-y0qm-71v6
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0078
Comment from Amir Sakr

Submitter Information

Name: Amir Sakr

General Comment

It is truly a great idea and very important to offer more transportation options to those who don't have cars and to reduce the pressure from the freeways.
GO FOR IT

I-69-1

Comment Letter I-70

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 30, 2021
Category: Public Comment(s)
Tracking No. kqg-yz8r-3e6d
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0079

Comment from Deborah Kennedy-Comouche

Submitter Information

Name: Deborah Kennedy-Comouche

General Comment

Please have a rail corridor Service in the Coachella Valley San Geronio Pass. We need it for all of us to be able to enjoy this lovely valley.

} I-70-1

Comment Letter I-71

PUBLIC SUBMISSION

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Tracking No. kqh-2spq-jd6c
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Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0080
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I want the Coachella Valley San Geronio Pass Rail Corridor Service!
The Coachella Valley needs this CV San Geronio Pass Rail Corridor Service!

I-71-1

Comment Letter I-72

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: June 30, 2021
Category: Public Comment(s)
Tracking No. kqh-6qq5-dqa0
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0081
Comment from Revae Reynolds

Submitter Information

Name: Revae Reynolds

General Comment

Rail service from Los Angeles to the Coachella Valley would be a great asset for residents at both ends of the line. It can't happen soon enough!

} I-72-1

Comment Letter I-73

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 28, 2021
Status: Posted
Posted: July 01, 2021
Category: Other
Tracking No. kqh-9bc8-gsu9
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0082

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I would love a direct train link from the Coachella valley to Los Angeles.

} I-73-1

Comment Letter I-74

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 01, 2021
Category: Request for Comment(s)
Tracking No. kqh-jyhv-g53p
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0083

Comment from Jacke Neff

Submitter Information

Name: Jacke Neff

General Comment

THERE HAVE BEEN 2 "TURNS FOR THE WORST" THAT NEED CORRECTING
A.S.A.P.:

1A. WHY WAS OPTION 3 VIA UP'S "ALHAMBRA SUB" VIA POMONA-ONTARIO, KEEPING THE TRAIN ON THE MOST-DIRECT, TIME-SAVING ROUTING NO CHOSEN?; The deviation south to Fullerton, then back up north (via Riverside) might gain a few additional passengers, but it requires the trains be handed off to a different freight railroad dispatchers at Division Point boundaries = a time-waster. (see also #1B. below)

1B. A SWITCH TO THE UNION PACIFIC ROUTE TO LA WOULD MEAN MATCHING THE ROUTE OF AMTRAK'S SUNSET LIMITED, NEW PROJECT FORCED TO COMPETE WITH EXISTING RAIL SERVICE... foolishly, Amtrak's Sunset Limited train only runs 3 days/wk.! And doesnt reach Miami or anywhere west of New Orleans since Hurrican Katrina!

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/temporary-timetables/Sunset-Limited-Schedule/100520.pdf> For multiple reasons, ALL Amtrak trains must run Daily! The Coachella Valley Train this can patch Amtraks' less-than-daily coverage gap in the schedule, at least in CA (see also #2 below).

2. EXTENDING THE COACHELLA VALLEY TRAIN TO ARIZONA WOULD GUARANTEE RIDERSHIP SUCCESS, & PATCH A SCHEDULE GAP: Membership-

I-74-1

I-74-2

I-74-3

I-74-4

Comment Letter I-74, cont.

lobbying group RailPAC's former V.P. Bob Manning said the Coachella train was going to dovetail into talks to extend it all the way to Phoenix, AZ; the largest city ~4 Million people- ignored by Amtrak! (Maricopa (a puny station) doesn't count, & it's an hour & a half bus ride away! Phoenix' station still stands, but it's wasted = boarded up). This must be the 2nd Phase, begin Studying it in this Phase! to guarantee ridership success.

I-74-4
cont.

THIS IS THE PLACE FOR A GREEN TECH. UPGRADE! TELL THE LOS ANGELES DEAL MANAGERS OF THIS PROJECT TO:

3A. CALL METROLINK, & OFFER TO BUY THEIR EMD F-125 DIESEL LOCOMOTIVES... TO POWER THE COACHELLA VALLEY SERVICE, AS F-125'S PERFORMANCE IS BETTER-SUITED FOR THIS (FEW STOPS + "HIGHER-SPEED"-RAIL CAPABILITY (125mph)) IS MORE APPROPRIATE THAN START-&-STOP TYPICAL METROLINK COMMUTER TRAINS. (see also 3B.)

3B. CALL ON RAIL PROPULSION SYSTEMS (RPS) OF FULLERTON = railpropulsion.com & info@railpropulsion.com TO IMPLEMENT CLEAN(ER)-AIR ALTERNATIVES: i. SWITCHING FUEL TO BURN GAS (saves money + no loss in horsepower), ii. CAPTURING REGENERATIVE BRAKING ENERGY, TO STORE IT (by Battery or Fuel Cell in a rebuilt locomotive) FOR ACCELERATION LEAVING STATIONS.

I-74-5

3C. CALL ON US RAILCAR (f.k.a. Colorado Railcar before 2009 reorganization in Columbus, Ohio) = www.usrailcar TO STUDY i. IF A SELF-PROPELLED FULLY F.R.A.-LOCOMOTIVE-CRASH-STANDARDS COMPLIANT PASSENGER RAILCAR (multiple designs available) WOULD WORK MORE ECONOMICALLY IF RIDERSHIP DEMAND IS LOW ON SOME RUNS? (WE ALREADY KNOW THE ANSWER IS "YES, MUCH MORE ECONOMICALLY!") & ii. IF A SELF-PROPELLED RAILCAR (with as much horsepower as a switch engine) MIGHT BE USED AS A HELPER TO CONTINUE THE TRAIN EAST OF INDIO... TO PHOENIX?

4. WE CALL FOR OVERHEAD ELECTRIFICATION, SUSTAINABLY-POWERED (FROM WINDMILLS TRACKSIDE, AS SHOWN IN THE LOGO), (OVERHEAD ELECTRIC'S THE ABSOLUTE BEST FOR HIGH-SPEED RUNNING, & FOR PULLING POWER FOR A HELPER DISTRICT)

CONNECTING TRANSIT IS ABSOLUTELY ESSENTIAL!

5A. AN EXTENSION OF SUNLINE ROUTE #1 OR RAPID ROUTE #1X TO AMTRAK'S TRAIN STATION IS ESSENTIAL! (making the walk from Palm Springs' Amtrak Station to downtown from there this time of year could kill you!)

<https://sunline.org/sites/default/files/SunlineSystemMap-012021.pdf>

5B. AN EXTENSION OF SUNLINE ROUTES TO THE EASTERN END OF CIVIC CENTER WAY IN TO THE INDIO TRANSIT STATION IS ESSENTIAL. THIS STATION BLISTERING PARKING LOT COULD BE COMPLETELY SHADED WITH SOLAR PANELS FOR BUILDING POWER + SUNLINE'S ELECTRIC BUS RECHARGING. TRANSIT PARKING LOT PAVING SHOULD BE RECONFIGURED TO PUT BUSES, (NOT CARS!) RIGHT NEXT TO THE TRACKS TO FACILITATE CROSS-PLATFORM TRANSFERS! By reaching the same endpoints as 2 stations on the rail line, the bus becomes a "rail emulator" any time they run that trains are not. With buses reaching intermediary points the train doesn't, and the train reaching much further destinations outside the buses' service area, they extend each other's range, & feed each other passengers.

I-74-6

THIS ENTIRE PROJECT NEEDS TO BE FAST-TRACKED & DONE!

I-74-7

Comment Letter I-74, cont.

6. MULTIPLE OTHER RAIL ROUTES NEED IMPLEMENTATION & GREENING
YESTERDAY! 2030's (DeCarbonize-By) hot breath is on our necks!

I-74-7
cont.

Comment Letter I-75

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 29, 2021
Status: Posted
Posted: July 01, 2021
Category: Decision / Response
Tracking No. kqi-9xon-tyc3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0084
Comment from Niraj Rai

Submitter Information

Name: Niraj Rai

General Comment

It would be good for the valley

} I-75-1

Comment Letter I-76

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 01, 2021
Category: Public Comment(s)
Tracking No. kqi-afja-1bn1
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0085
Comment from Carla Barajas

Submitter Information

Name: Carla Barajas

General Comment

A train to the coachella Valley is a fantastic idea & would be a great addition to our desert. As a student with no car who went to school in Orange County, it was so difficult to find a ride back home on weekends & holidays. A train like this would have been so helpful when I was in school, and I know it will be to plenty of other students & individuals who don't have the luxury of owning a car.

I-76-1

Comment Letter I-77

PUBLIC SUBMISSION

As of: July 07, 2021
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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0086

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I am very excited about this rail service to/from Los Angeles to the Coachella Valley. There will be so many benefits to this alternative transportation! In addition to contributing to less traffic and cleaner air, rail service from Los Angeles to Indio/Coachella is essential for equitable access to and from the Coachella Valley communities to the rest of Southern California. It would allow more visitors, locals and workers at all income levels to travel for leisure, employment opportunities, and business throughout Southern California, thus improving the local economy and quality of life for our residents. This rail service is also key to sustainable growth in the Coachella Valley, as the addition of regular, reliable rail service would increase the ease of rail travel from other, more populated areas of Riverside County increasing our employee pool. I am a former resident of the East Coast, where I took the train regularly from New York City to Philadelphia -- and sometimes Washington, D.C. -- rather than drive. Being able to travel between Los Angeles and the Coachella Valley -- with stops along the way for those who don't want to go that far -- without driving will help transform Southern California for the better and help us grow sustainably.

I-77-1

Comment Letter I-78

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqi-knld-jqag
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0087

Comment from Sally Robertson

Submitter Information

Name: Sally Robertson

General Comment

We live on the edge of San Timoteo canyon in Redlands, CA. No data was offered on the environmental impact of this plan to increase passenger rail transit in the area that includes adding track in narrow corridors like this canyon. The city of Redlands has already had difficulty getting Union Pacific RR to commit to quiet zones in this sensitive, narrow canyon. The response to my question in this hearing re. Noise pollution and this plan was "TBD". The train horns and rumble of an increasing number of freight trains is already worsening for the residents that live along this corridor. This plan would compound this problem and adversely affect hundreds of residents in this canyon as well as other communities that suffer from this constant noise pollution. What we need is thoughtful analysis of the impact of additional rail traffic in places like San Timoteo canyon as well as planned mitigation efforts for these unintended consequences for our region. Noise mitigation is essential especially if there is an inevitable increase in freight traffic occurring on these existing train tracks and perhaps even worse by adding new additional tracks that could worsen this pre-existing problem. After all Amtrack trains may be quiet and less polluting but they are NOT silent and any additional train traffic will add to an existing bad problem. We already know but don't have published data that the volume of freight traffic is growing each year. Other critical issues include pollution impact (freight engines are not tightly regulated pollution producers) in a region with some of the

I-78-1

I-78-2

I-78-3

I-78-4

Comment Letter I-78, cont.

dirtyest air in the US. Actual impact on freeway truck traffic (it is mythology that more trains = less trucks on the road) more likely it means enabling an even greater growth of the largest employer in the region: logistics. Thoughtful consideration needs to be given to the wildlife corridors for critical habitat in these isolated canyons. Further, we live in two huge counties (in aggregate area bigger than half the states) with a rapidly increasing population (5 million) with the fastest growing city in the state, Banning. We can all guess the reason of affordability as the driver for this population outmigration from coastal counties but despite recent infrastructure investments in freeways, we are way behind in all metrics (doctors, housing, manufacturing, etc...). We understand everyone wants easier, affordable transportation, but there are many issues that should be carefully considered and managed to enhance quality of life, not make an existing problem worse.

John Robertson, M.D.
Sally Robertson

I-78-4
cont.

I-78-5

I-78-6

I-78-7

Comment Letter I-79

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 01, 2021
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Tracking No. kqi-pw3v-p7kd
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0088
Comment from Nate Fakes

Submitter Information

Name: Nate Fakes

General Comment

I believe this would be a very popular, well-used, and successful rail corridor. Currently, the Beaumont/Banning area is growing like crazy. My family travels to Riverside to take the Metrolink to the beach quite often. If there were a local stop, we'd be sure to use it. Plus, I often have to commute to L.A. for work and would take this train instead of driving.

With what it can do to help ease vehicles congestion on the road, eliminate air pollution, and make for a great alternative to driving, I see this as nothing but a win-win for California, the connections, and the local community.

My only wish would it could be done sooner than five years.

Nate

I-79-1

Comment Letter I-80

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqi-so2h-56tw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0089

Comment from Sage Vandenneuvel

Submitter Information

Name: Sage Vandenneuvel

General Comment

I strongly support extending rail service and stations to the Inland Empire from Union Station in Los Angeles. Please include a station in the city of Banning near the historical downtown area or near 22nd Street. I grew up in Desert Hot Springs and Banning, and believe that additional rail service from the desert and pass area to Los Angeles is badly needed. Please also ensure the stations are as close as possible to housing and businesses as possible, as opposed to the middle of nowhere.

} I-80-1

} I-80-2

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqi-ueon-ufox
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Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0091
Comment from Cate Andrew

Submitter Information

Name: Cate Andrew

General Comment

I am completely in agreement with the plan to implement twice daily Amtrak service from L.A. to the Coachella Valley. I-10 is completely unsafe, over crowded and not friendly for driving between the areas for vacationers, the elderly traveler, or just someone who HAS to make a deadline. The revenue that could be generated for the valley alone would be outstanding, but L.A. would also stand to benefit greatly. I alone would be taking that train at least twice a month to visit friends, dine and shop. PLEASE take advantage of the opportunity President Biden and Secretary Buttigiegis offering. This is the best chance ever to make it happen.

I-81-1

PUBLIC SUBMISSION

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Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0092
Comment from Michael Benitez

Submitter Information

Name: Michael Benitez

General Comment

Please make it happen. We desperately need connectivity to Los Angeles from the Coachella Valley. Please connect it all the way to City of Coachella to Los Angeles. It would ease congestion in the freeway. And it get us out of cars for traveling between here and the big city.

I-82-1

Comment Letter I-83

PUBLIC SUBMISSION

As of: July 07, 2021
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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0093
Comment from Kelly Taylor

Submitter Information

Name: Kelly Taylor

General Comment

Please bring the railroad to Indio. The traffic driving to LA and Orange County gets more congested every year.

I-83-1

PUBLIC SUBMISSION

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Category: Public Comment(s)
Tracking No. kj-kzai-3uix
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0094

Comment from Nancy Ross

Submitter Information

Name: Nancy Ross

General Comment

As a City Councilmember I am honored to see, visit and meet with people from all walks of life. Cathedral City is largely a retirement community and I hear time and again I moved here because it was not very far from Los Angeles but I can't go anymore because of the traffic. During the pandemic our houses went up in price, like everywhere else but I heard people from LA say I would love to live here for all the benefits of the valley but even if I only have to go into the office once a week it can become a 14 hour day with the commute sometimes taking up to 5 hours in traffic to get to my office.

We want to enjoy the museums, art, culture and shopping and though 100 miles doesn't seem like much, in order for it to be reasonable you have to stay overnight which sometimes make it financially stretching, or for our older community, they just want to be back in their own home for medicines and safety.

Now for me. I have the time, the energy and the wherewithall to make the trip but when I see the thousands of other cars making that same trip I cringe at the selfishness of me using these scarce resources and polluting my environment. I have solar on my home and car about our air. When my EV car arrives will it be able to make such a trip?

For these few, and many more reasons I request that we have rail service to the Coachella Valley and open up our world.

I-84-1

PUBLIC SUBMISSION

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Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0095
Comment from doug watson

Submitter Information

Name: doug watson

General Comment

Having lived in the valley since 2004 and also lead several major hotels along the way, I can only be one of the largest supporters of your efforts. Not only for all of the obvious reasons that will allow the riderships easier accesses to all the great cities on the route, but to also answer the call of evolution. The impact on clean air, the impact on safety, the impact on staying competitive in a hiper competitive landscape all certainly justify this expansion plan. I wish you continued success on this long journey!

I-85-1

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0096

Comment from Dan Wentzel

Submitter Information

Name: Dan Wentzel

General Comment

I fully support this project from Los Angeles to Coachella. I believe it will be very popular. I also recommend that this project be built in such a manner that allows increasing the frequency, which likely means one of the third track options. There should be a same day turnaround option that allows the rider more than three hours before having to return, perhaps a later evening run. I support future extensions of this line to Phoenix/Tucson and Calexico/Mexicali.

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Category: Public Comment(s)
Tracking No. kqk-irki-5o2y
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0097
Comment from Heather Hurley

Submitter Information

Name: Heather Hurley

General Comment

Rail service is really needed here in the Coachella Valley. As the I10 becomes increasingly congested we are getting desperate for transit. I only wish it was here 20 years ago.

I-87-1

Comment Letter I-88

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 01, 2021
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Category: Public Comment(s)
Tracking No. kql-1s18-5lt3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0098
Comment from reggie lee

Submitter Information

Name: reggie lee

General Comment

The Coachella Valley San Geronio pass project is a complete waste of \$\$. You politicians need to stop wasting taxpayer \$\$ on libtard projects!

I-88-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 02, 2021
Tracking No. kql-4016-u4jj
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Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0099
Comment from Fernando Fregoso

Submitter Information

Name: Fernando Fregoso

General Comment

Yes!!!

Comment Letter I-90

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 02, 2021
Tracking No. kql-401d-c9qb
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0100
Comment from Fernando Fregoso

Submitter Information

Name: Fernando Fregoso

General Comment

Yes!!!

} I-90-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 02, 2021
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Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0101
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I am in support of the CV San Geronio Pass Rail Corridor Service Program, as a senior adult I know it will benefit a lot of people of all ages and it is long overdue. Please secure a boarding site in the city of Indio.

I-91-1

PUBLIC SUBMISSION

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Category: Public Comment(s)
Tracking No. kql-8wfs-dbxx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0102
Comment from Anthony Bianco

Submitter Information

Name: Anthony Bianco

General Comment

We need the train

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kql-9yzt-3mz6
Comments Due: July 06, 2021
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Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0103
Comment from PATRICIA BROCKMAN

Submitter Information

Name: PATRICIA BROCKMAN

General Comment

This is a great idea and will be used by many. I just wish it would be completed sooner. A great and convenient way for me to get to the Desert.

I-93-1

PUBLIC SUBMISSION

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Tracking No. kql-b46a-j81h
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0104

Comment from Alecia Walstrum

Submitter Information

Name: Alecia Walstrum

General Comment

Please bring the passenger rail service to the valley! Would be a huge opportunity to drive in more tourism and reduce our carbon footprint!

} I-94-1

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0106

Comment from Joanne Ohanesian

Submitter Information

Name: Joanne Ohanesian

General Comment

Having AMTRAK service the Coachella Valey would be Fantastic !

} I-95-1

PUBLIC SUBMISSION

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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0107
Comment from Sabina Greco

Submitter Information

Name: Sabina Greco

General Comment

Hello,

I'm writing to communicate my approval of the rail line connecting The Coachella valley with LA and the OC. This so so needed for the area. By way of background I rode the train to work in LA from Orange County—for 20 Years. I could not have done this without rail service. Rail service allows individuals and families to have alternate options to get to work, appointments, entertainment etc. thus it is economic reality that touches all levels of people lives. The rail is already in place and exists—it makes sense to utilize the existing track and find a way to fund the project by grants, tax measures, or private funding. Not everyone enjoys driving- and the traffic on the 10 FWY can be grueling. It would get cars off the highways thus helping the environment— ! The rail would bring commerce and business opportunities to the communities. I strongly support a rail line (Amtrak and Metrolink or other) to begin regular service to the Coachella Valley. It would help seniors (retired) individuals to get to their destinations— The Coachella valley has many retired individuals— another great reason to implement service. I just hope rail service is funded and completed soon. I hope we do not have to wait years before the service is implemented. Please keep us updated on the projected start/completion dates. Again, rail is so needed in the valley. Please approve the project.

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Gorgonio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Gorgonio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0109

Comment from Jana Baumann

Submitter Information

Name: Jana Baumann

General Comment

I am a full time Coachella Valley resident who strongly supports the Coachella Valley San Gorgonio Pass Rail Corridor Service. I would personally use the train several times a year as I visit friends and relatives in my native Los Angeles. I have experience riding trains in New York, Massachusetts, and Georgia. We southern Californians need similar added public transportation options here. This particular route would be especially beneficial during the Coachella Valley's festival season (January - May). Each year thousands of visitors from Los Angeles, Orange, and San Bernardino Counties travel to the Coachella Valley to attend major music, sports, and arts festivals. Please move forward with the plans to realize this much needed, long dreamed of plan.

Thank you

Jana Baumann

Comment Letter I-98

PUBLIC SUBMISSION

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Posted: July 02, 2021
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Tracking No. kql-pi7d-xwcn
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0110

Comment from TANDY HILL

Submitter Information

Name: TANDY HILL

General Comment

Hi,

I'm astonished by the absence of any mitigation regarding noise pollution, especial train horns. And there is a simple solution called, Quiet Zone, where the train does not blow the horn if the intersection has basic safety measures in place that can be done in concert with the changing of the rail crossings to accommodate a third track.

Just the mention of a needed third track has my entire neighborhood of approximately 280 upscale homes very upset. We have been working trying to install a Quiet Zone on the rail crossing at Alessandro Rd in Redlands, CA 92373 for years without any cooperation from Union Pacific and now they are getting a free third track without addressing residences complaints going back to 2005. The neighboring City of Loma Linda, CA, luckily put in two Quiet Zones in 2007 just before Union Pacific basically started fighting the approval of any more Quiet Zones even though there has been no major safety incidents reported.

The City of Redlands is just about finished adding a new Metrolink line named Arrow from San Bernardino to Redlands having 22 rail crossing and ALL of them were required to put in Quiet

I-98-1

Comment Letter I-98, cont.

Zones by CTA (San Bernardino County Transportation Authority).

I'm requesting the same be performed with this new Riverside County Transportation Commission (RCTC), Coachella Valley-San Geronimo Pass Rail Corridor Service Project.

We are in a canyon that acts like a big amphitheater amplifying sound and the train horn bounces all over the place making the noise pollution much worse. Just as they do on a freeway when they add a lane near houses, they install sound walls to abate the noise, this would be similar. About 600 acres has been designated as open space and trails for the city residents can come to a peaceful place and this is all destroyed by train horns.

My request is simple, please require Quiet Zones on City of Redlands rail crossing intersections, as did the other public transportation agency do on the new Metrolink Arrow rail line.

Thank you,
Tandy Hill
Redlands, CA

I-98-1
cont.

PUBLIC SUBMISSION

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Posted: July 02, 2021
Category: Other
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Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0111
Comment from Susie and Larry Talbot

Submitter Information

Name: Susie and Larry Talbot

General Comment

We think it's a great idea and we need something like that, especially between traffic and our environment it's great for the seniors especially out in this area as alternate transportation to the inland empires

I-99-1

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0112

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Whenever I drive out of the desert to LA or San Diego, I try to use the local rail system as much as possible once I'm there. It saves me from having to drive in unfamiliar areas, finding and paying for parking, and I can also relax and enjoy the view. I would love to be able to take a train all the way from Indio and not have to drive at all. My friends and family would definitely utilize this rail service and I believe a large number of Coachella Valley residents would as well. Think of all the congestion on I-10 that could be alleviated if people had the option of riding the rail. We would undoubtedly reduce traffic and pollution, which is good for everyone. It's really a no brainer in my opinion because we really don't have any other options.

I-100-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 02, 2021
Category: Public Comment(s)
Tracking No. kql-wzxa-ozdw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0113
Comment from G. Jason

Submitter Information

Name: G. Jason

General Comment

Yes. Bring the trains. This is a great option for a different mode of transportation. We can expand on this concept even more in the future. The option to take a train into anahiem area and LA would be awesome for our areas. Now with the Rams nfl team and our hometown dodgers this train can help provide direct modes special rides into these games for all fans. Let alone the endless possibilities for the festivals. Do it!!!

I-101-1

Comment Letter I-102

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
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Posted: July 02, 2021
Tracking No. kqm-2vs4-7m9j
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0114

Comment from Mike Zamudio

Submitter Information

Name: Mike Zamudio

General Comment

Looking forward to finally see our train station finally expanding and built, instead of that trailer.

} I-102-1

Comment Letter I-103

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 28, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqg-ymge-w2ev
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0115

Comment from Morgen Bentsen

Submitter Information

Name: Morgen Bentsen

General Comment

To Whom it May Concern,

I would like to comment on the proposed Coachella Valley - San Geronio Pass Rail Corridor Service. In a word - approve!

There was once rail service between the Coachella Valley and LA. In fact there was multiple trips per day between the two. There is no doubt that at the time, this service contributed a great deal to the development and expansion of all the desert cities. We would not have the bedrock that we build upon today, if it was not for the expansion of our communities that resulted from more visitors to our area via rail service at this time. But with the explosion of car travel, that rail service became unsustainable.

We are long past the moment of determining the future of the sustainability of car travel, that moment was in the 1990's when the proposal of a commuter rail line to the CV was first re-imagined. If the powers that be, at the time, had the forethought and determination we would have long ago experienced another surge of development and expansion of our cities. That being said, the current powers that be can take the reins and do what needs to be done to move the CV into the 21st century, ironically with a new commuter rail service.

The benefits of a commuter train service between LA/OC and the CV are: more visitors with less vehicle traffic; more opportunity for hospitality jobs related to the increase of visitors (ie.

I-103-1

Comment Letter I-103, cont.

hotels, restaurants, bars, events, golf, tennis, etc.); increased 'work from home' opportunities for those who want it; increased full-time residents that can go into LA/OC for work but live in the desert; possible expansion of post-secondary institutions - creating jobs, student spending, and business incubation opportunities; and a lessening of traffic along the I-10 corridor, alleviating noise, pollution and accidents.

Our communities in the CV are in a unique position: we are far enough away from LA & OC to not be burdened by the many issues those areas face; and we are close enough to benefit from easy access between those areas and ours. But we must look forward and beyond what we have done and how the future will unfold and where we can position the CV to be better and stronger. A commuter rail line is a step in the forward direction. It can open up so many possibilities for all the CV cities. More visitors means more revenue for local businesses. More long-term residents means more tax dollars generated for local and county governments, meaning more services offered to its citizens. More relocating businesses & corporations means more jobs for locals, more tax revenue and more state, national and international exposure showing how great our area is.

The CV is currently at a precipice, does it continue on doing business as usual, enjoying snowbirds and weekend visitors, or does it move to expand, creating a better CV by increasing innovation, entrepreneurship, and sustainability? A commuter rail service between LA/OC and the CV will be a step towards a brighter future for everyone in the CV.

Thank you.

Morgen Bentsen

I-103-1,
cont.

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqh-950d-ujxx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0116

Comment from Amanda Hoffmann

Submitter Information

Name: Amanda Hoffmann

General Comment

I am very much in favor of this rail service. It will help with traffic congestion, it will allow people who live farther away to have hospitality jobs, and it will bring further tourism to our valley.

I-104-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Other
Tracking No. kqh-9bcm-4xub
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0117
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I would love a direct train link from the Coachella valley to Los Angeles.

} I-105-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 28, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqh-b720-ivt5
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0118

Comment from Gayl Biondi

Submitter Information

Name: Gayl Biondi

General Comment

Rail service between the Coachella Valley and parts west makes sense for commuters and leisure travelers alike. California roads are overcrowded and, in some cases, unsafe. Now's the time. Let's make it happen.

I-106-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Other
Tracking No. kqh-d3jd-fkq3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0119
Comment from Alexander Cota

Submitter Information

Name: Alexander Cota

General Comment

Yes! The train would be great for loads of people from LA. It would also help people in the valley travel outside without having to worry about their vehicles.

I-107-1

Comment Letter I-108

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Tracking No. kqh-i0cn-7d7i
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0120
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Make an Indio station please

} I-108-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 29, 2021
Status: Posted
Posted: July 06, 2021
Category: Other
Tracking No. kqh-lka7-852p
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0121
Comment from Rubyd Olvera

Submitter Information

Name: Rubyd Olvera

General Comment

would love to see this in my city so I dont have to take the greyhound!

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 29, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqh-n35y-dbk8
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0122
Comment from Steve Richards

Submitter Information

Name: Steve Richards

General Comment

I support adding rail from Indio to the metro link system. It would be beneficial to visitors to the Coachella Valley and also allow us residents a chance to travel without driving.

} I-110-1

Comment Letter I-111

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Other
Tracking No. kqm-n5hu-19vv
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0123
Comment from Bill Wolfer

Submitter Information

Name: Bill Wolfer

General Comment

This is something that's been needed for ages. Our rail service and public transportation in general is way behind other developed countries. Let's get this done.

I-111-1

Comment Letter I-112

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqm-oy3s-5lx1
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0124
Comment from Christine Peters

Submitter Information

Name: Christine Peters

General Comment

As an Indio resident who drives to LA for work, this proposed rail service would be welcomed and is needed.

} I-112-1

Comment Letter I-113

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Application / Petition
Tracking No. kqm-rjqz-zmr9
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0125
Comment from Tracy Beckman

Submitter Information

Name: Tracy Beckman

General Comment

Hello. I am a resident of the Coachella Valley and I strongly support the Coachella Valley San Geronio Pass Rail Corridor Service Program.

} I-113-1

Comment Letter I-114

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqm-ur5g-x7vw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0127
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Rail Service to the valley would be a fantastic addition to the Palm Springs communities.
Cannot wait to utilize the service

} I-114-1

Comment Letter I-115

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqm-uwjq-oed3
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0128

Comment from Kelly Groves

Submitter Information

Name: Kelly Groves

General Comment

As a year round Palm Springs resident, it would be so valuable to have a rail option for travel to LA and surrounding areas. This is especially important on busy weekends where traffic almost stops on I-10.

I-115-1

One key would be to have express trains so that it would be reasonable to travel to LA for the day or vice versa, instead of our current situation where the travel time is so long that day trips are unrealistic.

I-115-2

Comment Letter I-116

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-2bq2-5sbn
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0129
Comment from Janet Malachowsky

Submitter Information

Name: Janet Malachowsky

General Comment

Extending rail service from LA to the Coachella Valley would be a game changer for people and businesses. We could have an alternative, free-flowing schedule of trains. This would increase transportation opportunities and reduce carbon simultaneously. Plus, riders could either work or relax rather than concentrate on driving.

We need this. It's 2021 and we need more public transportation offerings to connect the Coachella Valley to LA.

I-116-1

Comment Letter I-117

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-2if2-zvub
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0130
Comment from Keith Coleman

Submitter Information

Name: Keith Coleman

General Comment

Rail service to the Coachella Valley is long overdue!

} I-117-1

Comment Letter I-118

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-3bkf-d4sw
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0131
Comment from Barbra Matis

Submitter Information

Name: Barbra Matis

General Comment

It would be absolutely wonderful to have train service between the Coachella Valley and Los Angeles.

The roads have become impossibly crowded and dangerous and we need to get cars off the roads. Every civilized country has excellent train service and we lag far behind.

I-118-1

Comment Letter I-119

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-45u1-8of4
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0132
Comment from Gary Smith

Submitter Information

Name: Gary Smith

General Comment

I wholeheartedly support the development of regularly scheduled, dependable rail service between LA and the Coachella Valley. The congestion on the roads now is dense and the driving dangerous. My preference is for alternative build option 1, with the line extending to Coachella.

I-119-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Request / Motion
Tracking No. kqn-4qb2-snya
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0133
Comment from Dex Graham

Submitter Information

Name: Dex Graham

General Comment

PLEASE add rail service between LA Union Station and the Coachella Valley (Palm Springs and Indio). This weekend I have to drive all the way to LA for an upcoming medical test. I greatly wish I could take the train, and I'm sure many of the visitors who come to Palm Springs would avail themselves of the service too. M

I-120-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-9zf6-lb45
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0134
Comment from Barbara Shore

Submitter Information

Name: Barbara Shore

General Comment

Great idea to have a commuter train from LA to Coachella Valley! It would make a huge difference. Getting to LAX or having guests visit the CV would be so much easier! Perhaps it could even connect to Los Angeles/Coachella Valley/Las Vegas. It would be an economic bonus to all.

I-121-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqo-fxg7-0xsp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0135

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Having a reliable mode of transportation other than individuals driving on our crowded freeways and interstates would be beneficial to the environment as well as reducing the air pollution each one of us generates on a daily basis while driving. Putting to use the rail system and expanding it into the Coachella Valley from Los Angeles would make travel to and from much more accessible to everyone. The option of a Greyhound bus isn't for everyone, but being able to take the train would allow more visitors and generate revenue. Even those coming for the festivals would cut down on the traffic congestion generated.

I-122-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqo-mrfn-28d5
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0136
Comment from Lise Webb

Submitter Information

Name: Lise Webb

General Comment

Rail service between the Coachella Valley and Los Angeles would have a huge environmental and societal impact on California. Trains are amazing, quiet, clean, and convenient. Please put in rail service!

I-123-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-84je-bedo
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0137

Comment from Donna Salazar

Submitter Information

Name: Donna Salazar

General Comment

I have reviewed the proposal for Amtrak passenger service between Coachella and Los Angeles and am in support. It would be a safer and more convenient way for us to travel to LA and would be better for the environment.

I-124-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-a6ke-5hpp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0138

Comment from Keith R Bevan

Submitter Information

Name: Keith R Bevan

General Comment

I support implementing rail arrive between Los Angeles and the Coachella Valley. Implementation of such service will diminish traffic between LA and The Valley and reduce the number of increased vehicles from tourism in the valley. The valley is a small community and does not have the funds to support the infrastructure needed to support the throngs of LA tourists who visit the Valley on weekends, and then leave. Reducing traffic reduces the harm to the environment and the strain on the Valleys fragile infrastructure.

I-125-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqp-a70t-6q78
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0139
Comment from Sean D Treguboff

Submitter Information

Name: Sean D Treguboff

General Comment

I completely support having Amtrak come to the Coachella Valley. I think it would be great for the businesses tourism and better travel back to Los Angeles

I-126-1

Comment Letter I-127

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
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Tracking No. kqp-buu-7zqn
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0140
Comment from Steve Arendt

Submitter Information

Name: Steve Arendt

General Comment

Rail service will be a game changer for the Coachella Valley -both local residents and visitors

} I-127-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-c5r9-6wgk
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0141
Comment from Jo Lage

Submitter Information

Name: Jo Lage

General Comment

As a senior citizen, I support the Amtrak to Coachella Valley Amtrak line. There are very few options for seniors to reach the coast besides driving which is difficult after a certain age. Please bring the Amtrak to the valley.

I-128-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-cd5o-jegq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0142

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I am for bringing Amtrak to the Coachella Valley. Our several trips to Los Angeles every year would save energy and climate change by taking cars off the road.

I-129-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Other
Tracking No. kqp-cjf3-jmk6
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0143
Comment from Charles Willis

Submitter Information

Name: Charles Willis

General Comment

Please bring Amtrak service to the Coachella Valley! It would take many cars off the road and it's a more enjoyable way to travel, a boon to citizens throughout the SoCal region.

I-130-1

Comment Letter I-131

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-cz7h-1k5f
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0144

Comment from Carlos Vidal

Submitter Information

Name: Carlos Vidal

General Comment

Coachella valley needs an alternative mode of transportation. Bring the Amtrak

} I-131-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-d983-djbb
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0145
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I believe that a very large number of my fellow Coachella residents, and I, would welcome a proper Amtrak service to our Valley. There are many times I have decided not to go to Los Angeles because of the hideous traffic both ways. As the Valley grows the need for an efficient rail service also grows. We rake enough havoc with the environment as it is with our current life styles, let's make an effort to better that environment while we still have the opportunity. Amtrak service for Coachella Valley would be more of a service to the environment than a multi billion fast track train between Fresno and wherever.

I-132-1

Comment Letter I-133

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-dfzd-9hgx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0146
Comment from Doug Greenman

Submitter Information

Name: Doug Greenman

General Comment

We need Amtrak in the Coachella valley. I strongly support adding a stop in Palm Springs or Palm Desert. A route from Orange County would be ideal.

I-133-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-e0rd-ayzm
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0147
Comment from Lyle Brennan

Submitter Information

Name: Lyle Brennan

General Comment

It's highly needed to have other travel options into Los Angeles

} I-134-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Other
Tracking No. kqp-e78x-gbtc
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0148
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Open to Amtrak in Coachella Valley

} I-135-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-eahq-cr3m
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0149

Comment from Jeffrey Bagley

Submitter Information

Name: Jeffrey Bagley

General Comment

I would like regular Amtrak service between Los Angeles and the Coachella Valley. Certainly weekend service is a must. Thank you.

I-136-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-ej3c-46kg
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0150
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Looking very forward to the Amtrak coming to Coachella Valley. I support the efforts in bringing this to fruition.

} I-137-1

Comment Letter I-138

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-eeur-6u3a
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0151

Comment from Arlene Gotshalk

Submitter Information

Name: Arlene Gotshalk

General Comment

See attached file(s)

Attachments

I support Coachella Valley San Geronio Pass Rail Project

} I-138-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-ex0t-2vg1
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0152

Comment from Angie Gerber

Submitter Information

Name: Angie Gerber

General Comment

An Amtrak from the Los Angeles area to the Coachella Valley would be a great benefit. It would reduce highway congestion, pollution and a convenience for residents and visitors.

} I-139-1

Comment Letter I-140

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-fj9i-dnik
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0153
Comment from jason goff

Submitter Information

Name: jason goff

General Comment

Bring Amtrak back to Coachella Valley.

} I-140-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-fk9x-tw4i
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0154
Comment from Anita Diaz

Submitter Information

Name: Anita Diaz

General Comment

It would be greatly appreciated if there was train service from Los Angeles to the Coachella Valley area of California. With less congestion on the highway, travel to Coachella Valley would be faster and help with energy conservation. Thank you for your attention.

I-141-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-g0tr-2101
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0155
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

We need Amtrak to the Coachella Valley. It could alleviate a lot of traffic and give me another way to get into LA without driving.

I-142-1

Comment Letter I-143

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-gac4-1mqm
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0156

Comment from Earle Wolfe

Submitter Information

Name: Earle Wolfe

General Comment

We need this service

} I-143-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-gpvv-bloq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0157
Comment from Cinthia Klinger

Submitter Information

Name: Cinthia Klinger

General Comment

We need this service for many reasons.
The environment is at a critical stage and emissions must be reduced. Bumper to bumper traffic on 10 is not a sustainable option.

I-144-1

Comment Letter I-145

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Request for Comment(s)
Tracking No. kqp-gsil-in0o
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0158

Comment from Sandra Sternberg

Submitter Information

Name: Sandra Sternberg

General Comment

I totally support bringing more rail service to S CA, particularly between the LA area & the Coachella Valley.

} I-145-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-idjx-ryxj
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0159

Comment from Trish Webb

Submitter Information

Name: Trish Webb

General Comment

In support of Amtrak to the Coachella Valley

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-jn65-e18v
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0160
Comment from Richard Lunstedt

Submitter Information

Name: Richard Lunstedt

General Comment

I support more Amtrak train's in the Coachella Valley. We need more transportation options in this area.

} I-147-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-k1p9-ibxe
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0161
Comment from Linda Lechlitner

Submitter Information

Name: Linda Lechlitner

General Comment

Please bring AMTRAK to the Coachella Valley

Attachments

image



PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-qenm-sirr
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0162

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Please bring Amtrak service to the Coachella valley and connect us to the outside world.

} I-149-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-rmzx-plke
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0163

Comment from Megan Goehring

Submitter Information

Name: Megan Goehring

General Comment

As a 26 year resident of the Coachella Valley, the proposal to provide regular rail service from our area to the coast is a thrill on many levels. I personally would use it regularly for recreation, especially to escape the beastly hot summer weather in the desert. The fear of being stuck in automobile traffic and contributing selfishly and needlessly to climate change are two reasons we don't currently travel there very often. Daily rail service would put these concerns to rest for me, and I would image for those on the coast seeking respite from a stubborn seasonal marine layer. As an organizer for a local event (Certified Farmers' Market) a more regular influx of tourist travelers would bolster many different industries. As to the route, extending the terminal station to Coachella makes the most sense. Why leave the Eastern side of the Valley out of rail services' benefits I'd it could be included?

I-150-1

Comment Letter I-151

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-s4fp-gubp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0164

Comment from robert schneider

Submitter Information

Name: robert schneider

General Comment

Amtrak service to the coachella Valley is essential to the tourism industry and great for families with relatives in the greater LA area.

} I-151-1

Comment Letter I-152

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-u0f0-isd8
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0165

Comment from John RYAN

Submitter Information

Name: John RYAN

General Comment

Extend Amtrak service to the Coachella valley

} I-152-1

Comment Letter I-153

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqp-w1nb-oxbe
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0166

Comment from Paul Ross

Submitter Information

Name: Paul Ross

General Comment

Bring Amtrak to the Coachella valley

} I-153-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqg-3z7y-tti4
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0167
Comment from Richard Allegra

Submitter Information

Name: Richard Allegra

General Comment

Thank you for allowing Public Comment on the San Geronio Rail project. I am in support of Build Option 1 that extends to the City of Coachella. That city, with a significant Hispanic/Latino population, has invested in infrastructure to draw increasing economic development and civic engagement. A train from Coachella to Los Angeles will help connect citizens with increased economic, educational and cultural opportunities.

As outlined in the proposed plans for rail, it will take some time to realize rail to Coachella Valley. I encourage Riverside County to consider offering express bus service from Riverside to Coachella Valley destinations in the meantime. RTA has a number of routes in Western Riverside County, but nothing coming to the Eastern part of the County. Sunline offers one limited line with very few stops that is helpful for some riders but doesn't serve Palm Springs and other cities here. An RTA route with several trips that serves Palm Springs downtown or PSP, Cathedral City and perhaps Rancho Mirage to Riverside Metrolink will augment the Sunline bus from Palm Desert. Thank you for taking these comments and considering this idea.

I-154-1

Comment Letter I-155

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-a59j-v7rx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0168

Comment from James Wilkinson

Submitter Information

Name: James Wilkinson

General Comment

Bring AMTRAK to the Coachella valley

} I-155-1

Comment Letter I-156

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Supporting / Supplement Material(s)
Tracking No. kqq-sst5-lail
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0169

Comment from Suze Datz

Submitter Information

Name: Suze Datz

General Comment

I have been wanting this for the 12 years I've lived out here. I don't drive anymore and there's no way to get to LA in a reasonable amount of time unless you have a car. Having a train service between Palm Springs and Los Angeles would be a lifesaver for me and many other people. And an extra added bonus is that it helps the environment not to have so many cars on the road. Thank you

I-156-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-vmyt-tlbr
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0170
Comment from rick fearns

Submitter Information

Name: rick fearns

General Comment

This is America? Why in this great country do I have to sit in traffic jams on I-10 to get to Los Angeles? many other countries offer their citizens high speed rail between every major city while America offers literally no mass transportation alternative. Low speed rail is a rather poor alternative but it's better than none. Let's get with it and not delay this plan with wasteful studies and delays. Just build a high speed railway from Phoenix to Los Angeles over the I-10 freeway with a stop in Indio. A horse and buggy is faster than Amtrak but if that's the best you can do, so be it.

I-157-1

Comment Letter I-158

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-x3p8-mhln
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0171

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Rail Service from LA to PS would be ideal- there also needs to be planning for how to get folks from station to locales / end destination in the Coachella Valley, Ubers/Lyfts are not always ideal and parking structures and other services need to be implemented to make this a fully functional concept- also an express train 2x a day in each direction with stops in Union Station, Riverside & PS needs to be planned -if its going to take longer than a car ride people will not ride

I-158-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Guidelines / Policy
Tracking No. kqg-xh2n-ye27
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0172
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Can someone explain why so much time has to be spent on environmental impact issues when the plan is to use the existing rail line? If station stops are potentially added why do they require so much time to study? For Coachella valley residents having this sooner rather than later would be helpful. Also is there anyway to have this project expedited? It seems this is so far in the future that with probable delays it will end up another train to nowhere!

I-159-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-zrzc-dbjd
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0173
Comment from Tamar Cohen

Submitter Information

Name: Tamar Cohen

General Comment

We would love to see a rail service connecting the Coachella Valley to the LA area. We have a home in Cathedral city and would greatly benefit if we did not have to drive to Los Angeles by car.

I-160-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-zrzp-u56o
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0174
Comment from Tamar Cohen

Submitter Information

Name: Tamar Cohen

General Comment

We would love to see a rail service connecting the Coachella Valley to the LA area. We have a home in Cathedral city and would greatly benefit if we did not have to drive to Los Angeles by car.

I-161-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqr-0e88-boxj
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0175
Comment from Taya Gray

Submitter Information

Name: Taya Gray

General Comment

Rail service by Amtrak to the Coachella valley would be a step in the right direction to help reduce carbon emissions by making mass transit an alternative option to gas powered vehicles. Rail travel also helps elevate traffic gridlock that is sure to increase as the valley continues to grow.

I-162-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqr-df8l-afas
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0176
Comment from Gene Brake

Submitter Information

Name: Gene Brake

General Comment

Please build this rail connection from the Coachella Valley and Los Angeles. The 10 through this area is a choke point to progress and we must come up with an alternative, rail makes sense.

I-163-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqr-exun-hlqp
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0177

Comment from Ann Arnold

Submitter Information

Name: Ann Arnold

General Comment

If environmental impact, wildlife safety and other keep points are addressed and resolved, I am all for the railway project. It's long over due and will be a welcomed addition to the corridor!

I-164-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqr-ior9-aiom
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0178
Comment from Colin Sowa

Submitter Information

Name: Colin Sowa

General Comment

This rail service will be a wonderful addition to our transportation choices in and out of Palm Springs. Currently, all we have is I-10. I, and many others, would relish a rail service to the Los Angeles area. With growing congestion on I-10, and tourism on the rise, I think this will be very popular.

I-165-1

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0179
Comment from Ellen Greene

Submitter Information

Name: Ellen Greene

General Comment

Support Amtrak corridor service from LA to Indio

} I-166-1

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0180
Comment from Patty Lasky

Submitter Information

Name: Patty Lasky

General Comment

Yes, bring the train from LA to the desert.

} I-167-1

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0181
Comment from Eric Reese

Submitter Information

Name: Eric Reese

General Comment

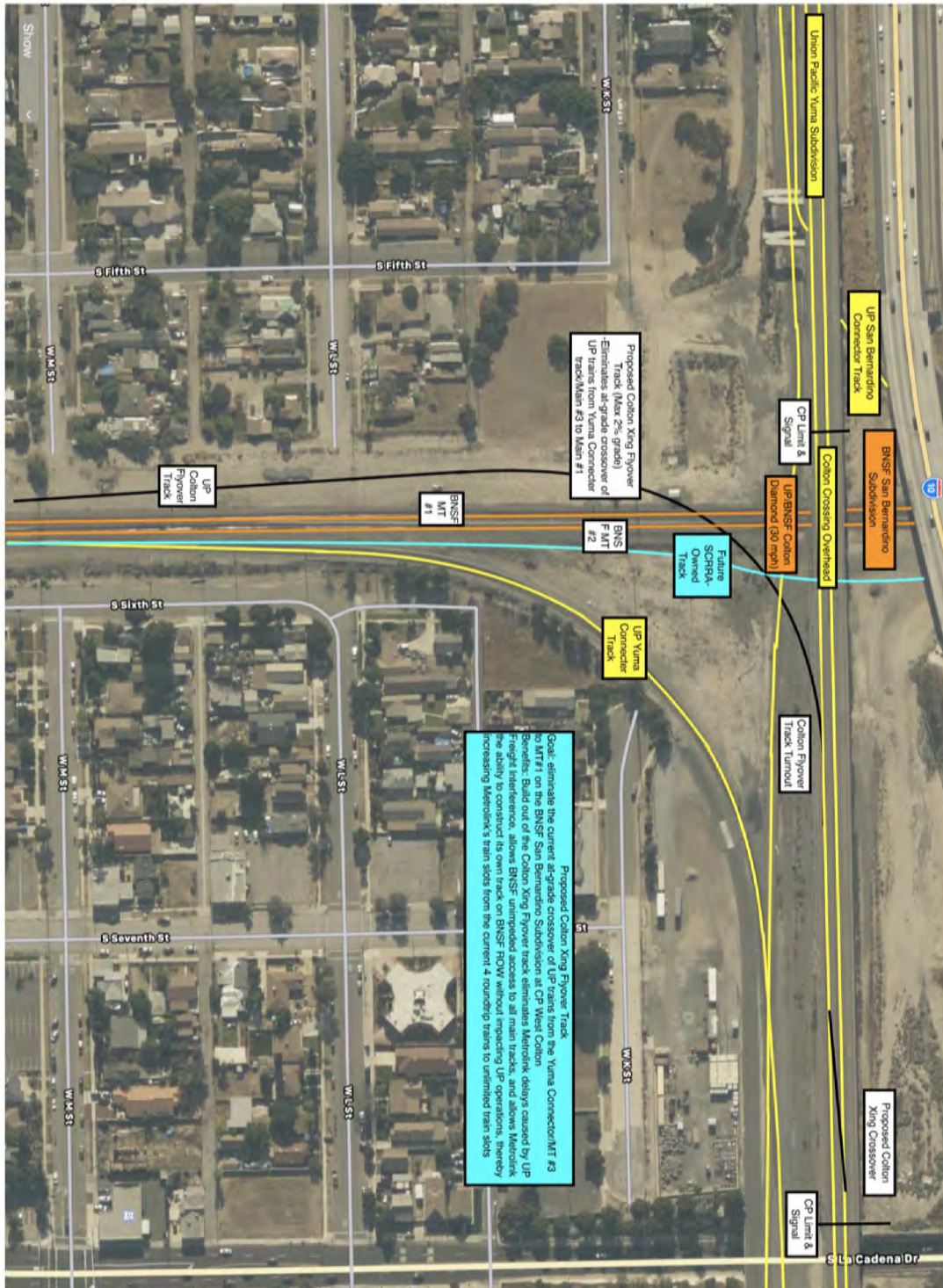
See attached documents for detailed public comment.

Attachments

Colton Xing Flyover

Coachella Valley Passenger Rail EIS-EIR Document Public Comment

Comment Letter I-168, cont



Comment Letter I-168, cont

Coachella Valley Passenger Rail EIS/EIR Document Public Comment

Hello everyone,

I want to first thank RCTC, FRA, and other stakeholders for completing the first step in a project that will not only benefit the Coachella Valley but also transform it. I am excited to see that the third track proposal has not only been analyzed but has been deemed feasible. Regardless of whether the train ends in Coachella or Indio, I strongly believe that a complete third track with sidings from Colton to the end boundary of the project is crucial not only for the success of the train service but for also future service growth. As is mentioned in the document, the agreements needed from the freight railroads (BNSF/Union Pacific) to start design studies and to ultimately start train service will continue to be the number one issue that must be tackled to unlock the full potential of the train corridor. Without a complete third track and sidings, Coachella Valley train service would still be subject to potential freight train interference, would still require Union Pacific negotiations to expand service in the future, and would limit the number of Coachella Valley train slots, similar to the Metrolink Riverside Line.

I-168-1

I-168-2

While this document is just an initial assessment of the environmental impacts of the train service, I listed some suggestions and comments below that would help realize the full benefits and potential of the train service, as well as ideas that could be studied in the Tier 2 EIS/EIR.

1. In terms of the third track proposal I would highly recommend that RCTC partner with the state and federal government in studying the possibility of the acquiring the undeveloped southern portion of the Union Pacific Yuma Subdivision from Colton Crossing/BNSF Junction to the end project boundary. This acquisition would make it possible to build the third track with sidings within the existing right of way that RCTC would be able to control and maintain. This would mean that RCTC not Union Pacific would have the control to design the track and signal equipment to its own specifications, as well as the ability to maintain and dispatch the third track. The benefits of this acquisition include the following: ability to construct the third track in a straighter alignment with faster train speeds and reduced travel times, complete dispatch control of the third track allows RCTC the ability to guarantee on time train performance without the impediment of Union Pacific freight traffic, allows the project to be built on a cheaper and more efficient time scale as RCTC has greater control of design and construction costs, allows RCTC the ability to obtain more favorable insurance coverage through lower assumption of risks (if RCTC didn't own the third track they would have to negotiate insurance coverage that would be more favorable to Union Pacific but result in more insurance risk to RCTC, LOSSAN, and Amtrak), and most importantly would allow RCTC the ability to increase future train service levels without having to negotiate with Union Pacific. As a commenter mentioned in their testimony, if you are willing to invest the money to build a third track, please don't let yourself be limited to just two roundtrip train slots and please don't put yourself in a situation where any future service increase rests in Union Pacific's hands. Because Amtrak would be providing the train service, RCTC has the golden opportunity to utilize Amtrak's eminent domain right to acquire the undeveloped southern portion of the right of way at fair market value, as determined by the STB. This would fit in with the eminent domain

I-168-3

I-168-4

I-168-5

Comment Letter I-168, cont

principles that the proposed project is in the public's best interest (serves as a backup to the I-10 and thus is a lifeline corridor, fits in with Amtrak's Connect Us Program/future expansion to Phoenix, and reduces freeway traffic and reduces greenhouse gases by shifting commuters from cars to trains), provides fair and just compensation (fair market value given to Union Pacific as well as the opportunity to sell some freight slots to Union Pacific), and results in the least private injury to the owner of the property (Union Pacific would still control and own its two main tracks. Acquisition doesn't affect current or future freight service).

I-168-5
cont.

2. Regarding the corridor between Colton and Riverside Downtown, I would highly suggest that RCTC investigate constructing a third track on the BNSF San Bernardino Subdivision from Riverside Downtown to the Colton Crossing as well as construct a flyover track at the Colton Crossing (see attached picture). The construction of a third track from Riverside to Colton Crossing would allow RCTC the ability to control dispatching of trains on the third track from Riverside to Colton. This is crucial because the existing corridor from Riverside-Highgrove to Colton contains two tracks which limits train movements between these two points. With these existing two main tracks, capacity is further reduced when Union Pacific freight trains use this section when traveling from the Yuma Subdivision to the Los Angeles Subdivision/Riverside Line. When Union Pacific trains travel from one subdivision to the other they conduct a crossover movement from the eastern track/main track 2 to the western track/main track 1 near the Colton Crossing as well as occupy main track 1, thus resulting in a single-track operation. The remaining track must be shared with BNSF and Metrolink trains, thus limiting train slots. Constructing a third track and a Colton Crossing flyover would allow RCTC to increase future train slots from the current 2 slots mentioned in the document to infinite slots, subject to the track capacity and infrastructure. While the document assumes no infrastructure improvements would be needed for this segment, I would encourage RCTC to investigate the third track and flyover as these would alleviate any concerns BNSF and Union Pacific might have of the project while allowing RCTC the ability to expand future train service as demand warrants. With the third track and flyover having benefits not only to RCTC but to BNSF, Union Pacific, and Metrolink I would encourage RCTC to pursue a cost sharing agreement with these three railroads for the flyover track as the flyover track eliminates the need for Union Pacific crossover movements, frees up space on the "Yuma Connector Track" that RCTC can use for Coachella Valley trains (see attachment), and increases train capacity and train slots that BNSF, Union Pacific, and Metrolink could use in the future. I would also encourage RCTC to partner with Metrolink in a cost sharing agreement for the third track as the third track would allow for the ability to increase Metrolink service on the IE-OC Line to San Bernardino and increase Metrolink service on the 91-Perris Valley Line to South Perris. Because RCTC is a member agency of Metrolink, RCTC would be able to take advantage Metrolink's design and operation standards for track, signal, and PTC equipment, as well as take advantage of Metrolink's dispatching and maintenance services. Adding the third track would allow for increased Metrolink service, increased Coachella Valley train service, and guaranteed on time train performance for passenger and commuter trains by eliminating freight train interference between Riverside and Colton.

I-168-6

I-168-7

I-168-8

I-168-9

Comment Letter I-168, cont

3. Overall, the two main suggestions would not only help increase on time train performance and increase train slots for future service growth but would also help alleviate some of the concerns that other commenters and stakeholders have mentioned in their testimonies.

-In one testimony a commenter mentioned the concern that adding the third track would allow Union Pacific to increase freight service resulting in train delays at grade crossings. If RCTC were to own its own dedicated passenger track, the concern of increased freight traffic would be alleviated. If RCTC owned its own dedicated track, it would be able to control the level and type of traffic that uses the dedicated track. Because the dedicated track would be built and is not an existing track Union Pacific uses, Union Pacific would not have any existing rights to use this track and would not have any existing freight train slots on this track, other than what RCTC and Union Pacific would mutually agree to. This would allow RCTC greater control of who has access to the track as any non RCTC service would need to be negotiated with RCTC.

-In a RCTC Commission Meeting, a commissioner expressed the concern that a third track could result in increased train traffic and could result in traffic delays at Cabazon's grade crossings with potential risks to first responder response times. If RCTC were to own its own dedicated passenger track, this concern would be alleviated as having a dedicated track allows RCTC the ability to control the design and construction process. In the design process RCTC would have the greater control and input to study grade separated crossings for crossings with high traffic levels and/or crossings where first responder movement must not be delayed. This would ensure that any Coachella Valley train impacts to grade crossing traffic and first responder response times would be mitigated to the fullest extent possible.

-In a third testimony, a commenter mentioned the concern that a third track could cause increased train noise and vibration levels. If RCTC owned its own track, these concerns would be alleviated. If RCTC owned its own track, RCTC would have greater control and input in the design and construction of treatments (sound walls, modified grade crossing warning equipment, etc.) that would help reduce any train noise and vibration. Another benefit of owning its own track is that RCTC can coordinate with Union Pacific to construct quiet zones where trains are not required to sound their horns at grade crossings. RCTC would have greater control and input in the design, construction, and maintenance of the grade crossing equipment and treatments needed to make a grade crossing eligible for a quiet zone designation. If RCTC were to construct and own its own track, RCTC would be able to coordinate with Union Pacific in becoming the "primary railroad" in charge of posting Emergency Notification Signs (ENS) at all RCTC/Union Pacific shared crossings. This designation, under FRA rules, allows motorists and pedestrians the ability to call a dedicated crossing hotline that RCTC would have control of, instead of calling a Union Pacific number and having to go through several steps to report a crossing issue. This would allow for faster dispatching of RCTC, and Union Pacific provided technicians to grade crossings to allow for faster remediation of any grade crossing malfunctions or hazards. This would decrease any traffic delays caused by malfunctioning crossing equipment, would reduce train horn noise, and would reduce traffic delays caused by trains having to stop and flag the crossing. Owning and constructing a dedicated track would also allow RCTC the ability to police the track and the ability to clean up any trash or debris on or near the track, thereby reducing trespasser-train strikes and alleviating any community concerns over blighted conditions. If RCTC didn't own its own track, it would be reliant on Union Pacific to police the right of way and to remove any trash or debris

I-168-10

I-168-11

I-168-12

-168-13

Comment Letter I-168, cont

on the third track right of way. This would lead to prolonged delays in cleaning up and addressing right of way issues, as seen, and heard in the City of Los Angeles and the City of San Jose's responses to Union Pacific's right of ways.

I-168-13
cont.

In conclusion, I would highly encourage RCTC to partner with the state and federal governments in acquiring the undeveloped portion of the Union Pacific right of way for use in constructing the third track, as well as partner with Metrolink and BNSF/Union Pacific for the construction of the Riverside-Colton third track and the Colton Crossing flyover track. As was mentioned earlier in this comment, there are numerous benefits to RCTC for owning its own track. With this EIS/EIR document RCTC has a golden opportunity to not only implement the 2 roundtrip Coachella Valley train slots but the ability to expand those slots to infinite slots right out of the construction gate. As other commenters have mentioned in their testimonies, this service will not only be successful but could also become a regional rail service with multiple slots a day. With all the accolades from residents, stakeholders, and RCTC commissioners please don't let yourself be limited to just only 2 roundtrip slots a day and having to rely on Union Pacific for access. By investing in additional capital and additional funding you can revolutionize the commutes for all Coachella Valley residents and travelers. Thank you for your time and hopeful consideration.

I-168-14

Sincerely,
Eric Reese

Comment Letter I-169

PUBLIC SUBMISSION

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0182
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Sounds like a great idea, the US needs more train travel! I've always thought backpacking through Europe was so great due to the availability trains I would live to see that here but it also needs to be affordable.

I-169-1

Comment Letter I-170

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0183

Comment from Mary Hawkins

Submitter Information

Name: Mary Hawkins

General Comment

Oh my gosh! Cut through the bureaucracy and just do it already!! This was needed 20 years ago and would be such a welcome addition to our valley. Plus, it could alleviate some of the congestion on the I-10.

I-170-1

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0184
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Getting cars off the roads and offering transportation to those who don't have cars just makes good sense. Simple as that

} I-171-1

Comment Letter I-172

PUBLIC SUBMISSION

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Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0185

Comment from M Ell

Submitter Information

Name: M Ell

General Comment

This would be a wonderful addition. Please continue to move forward!

} I-172-1

Comment Letter I-173

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0186

Comment from Scott Pryde

Submitter Information

Name: Scott Pryde

General Comment

I support rail service between Los Angeles and The Coachella Valley. As a resident of Palm Springs that has to go into Los Angeles frequently for work it would be an great option to avoid the excessive traffic between both areas.

I-173-1

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0187

Comment from Lauren Wolfer

Submitter Information

Name: Lauren Wolfer

General Comment

Rail service connecting the Coachella Valley to the LA area would bring tremendous benefit to our region for generations to come, and is long overdue. Also, it's critical that the eastern most station be located in the city of Coachella. Coachella is a vital part of the cultural and historical fabric of the Coachella Valley, and failing to provide direct access to rail service there be a deeply regrettable oversight. Coachella has much to offer visitors and having its own station would benefit everyone.

I-174-1

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0188

Comment from James Fogarty

Submitter Information

Name: James Fogarty

General Comment

It would be great for the Coachella Valley economy, would reduce traffic between the two areas, and would keep more vacation money within the local economies. Also, reduces SMOG with reduced traffic and accidents.

I-175-1

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0189
Comment from Ann Greer

Submitter Information

Name: Ann Greer

General Comment

I am in strong support of Amtrak service between Los Angeles and The Coachella Valley.

} I-176-1

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0190

Comment from Kathaleen Hart

Submitter Information

Name: Kathaleen Hart

General Comment

Given my review of the information available, I continue to support this program. In addition, I support option 1. (<https://www.regulations.gov/document/FRA-2021-0048-0002>)

I-177-1

Comment Letter I-178

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0191

Comment from Patricia Patterson

Submitter Information

Name: Patricia Patterson

General Comment

I support bringing Amtrak to Coachella valley

] I-178-1

PUBLIC SUBMISSION

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Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0192

Comment from Bill Lehman

Submitter Information

Name: Bill Lehman

General Comment

I support Amtrak to the Coachella valley!

} I-179-1

Comment Letter I-180

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0193
Comment from Jamie Avalos

Submitter Information

Name: Jamie Avalos

General Comment

This would be a great concept. Heard it would only run twice a day but would need to run more times throughout the day for those who commute daily in and out of the desert. Traffic is horrible on the 10 especially during holiday weekends and events in the Coachella Valley.

I-180-1

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0194
Comment from Sandra Allen

Submitter Information

Name: Sandra Allen

General Comment

I would love to have rail service from Orange County to Indio. My OC family would use this service all the time to come out and visit! Also will help ease traffic for the music festivals

I-181-1

Comment Letter I-182

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0195
Comment from Hugh Wakeham

Submitter Information

Name: Hugh Wakeham

General Comment

I am strongly in favor of the new commuter rail service from LA Union Station to the Coachella Valley. Commuting between Palm Springs and Los Angeles has become completely unsustainable. The trip used to be one to one and a half hours but now it is a minimum of three hours. The impact on the economy is significant in terms of lost time stuck in traffic. The traffic jams are especially a major hindrance to transport trucks servicing the port of Los Angeles and other destinations. Commuter rail would take cars off the road and allow for more efficient movement of the trucks and other commercial vehicles. The impact on air pollution having all those vehicles on the roads is dangerous. People are concerned about the environment and want to see fewer cars on the roads. People want to visit other regions of California as tourists but are deterred by the congested roads and the stress associated with driving. The sooner the commuter rail service can begin, the better for the entire region.

I-182-1

Comment Letter I-183

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Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0196

Comment from Mitch Moldenhauer

Submitter Information

Name: Mitch Moldenhauer

General Comment

We just got back from the Bay Area where we used Caltrain Extensively. As a Planning Commissioner in Indio, I personally turned down several projects near the rail stop in anticipation of that area becoming a gateway to Indio as it was when the City began. It is long overdue and it is about time for us to get a turn ahead of the Bay Area, Sacramento, or LA Metro. I'm strongly in favor of moving forward.

I-183-1

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0197

Comment from Oliver Cleary

Submitter Information

Name: Oliver Cleary

General Comment

The proposed Amtrack rail service to Coachella Valley/Palm Springs is interesting but, unlike previous estimate of one and a half hours, or, two and half hours, three and half hours makes it totally impracticable but, for the retired folks who have nothing but time on their hands. Maybe they can combine it with a cruise and take off for August. but, for those who dream of a feasible rail link to LAX, this ain't it. I'll continue to drive to San Bernardino's Metrolink as will most people looking for alternate forms of transportation to the 10 freeway. Seems like a high cost for a few people. Never has so much been planned to be spent for so few by so many.

I-184-1

Comment Letter I-185

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0198

Comment from D D

Submitter Information

Name: D D

General Comment

It is a nice idea and it could help a lot of people get to and from places faster. But I think it will also bring a lot more crime to our desert valley.

} I-185-1

Comment Letter I-186

PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0199

Comment from Charlotte Duplay

Submitter Information

Name: Charlotte Duplay

General Comment

A rail service between Los Angeles and the Coachella Valley is essential. I fully support the project. I am a Palm Springs resident. With this service I will travel to LA much more frequently and easily, allowing me to visit friends and family, visit cultural institutions and events, and visit sites in LA, which I don't often do due to the congested freeways. I am originally from a place that has a very robust rail network. It greatly improves the quality of life of the area. Villages and towns along the rail lines enjoy increased property values due to the popularity of this vital infrastructure.

I-186-1

One aspect of the proposal that should be reviewed is the travel time between Coachella and Los Angeles. Three and a quarter hours is a long journey. The train should allow Coachella Valley residents to take day trips to LA (and vice versa). This could be achieved by having a faster train, express services that don't stop at every station, or changing the route so instead of detouring down to Orange County, continuing the line along the 10 freeway and taking a more direct route to Central Station.

I-186-2

The timetable should also be adjusted to leave earlier in the morning. This would have the passenger arriving at the ultimate destination earlier in the day to allow for a full day. For

I-186-3

Comment Letter I-186, cont.

example, a westbound train could depart Coachella at 8AM to arrive in LA at 11:15AM (instead of 9:25, arriving at 12:40PM).

Other than the speed of the train and the proposed schedule, I fully support the project and anticipate being a frequent traveler.

I-186-3,
cont.

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqs-fgql-3pft
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0200

Comment from Daniel Stiel

Submitter Information

Name: Daniel Stiel

General Comment

I support the Coachella Valley San Geronimo Pass Rail Corridor. It's a project that will provide significant economic benefits to the communities impacted while providing sustainable alternatives to increasingly congested roadways. The sooner the better!

I-187-1

Comment Letter I-188

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqs-fm6p-llxe
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0201

Comment from Shawn Pasqualini

Submitter Information

Name: Shawn Pasqualini

General Comment

This would be a terrible waste of money, just like the billions of dollars wasted on the state's "super train." Taxpayers' should really be directed towards the improvement of municipal water.

I-188-1

Comment Letter I-189

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request for Comment(s)
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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0202

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Great idea!! Let's get it done!

} I-189-1

Comment Letter I-190

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
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Posted: July 07, 2021
Category: Request for Comment(s)
Tracking No. kqs-fox3-encj
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0203
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Great idea!! Let's get it done!

] I-190-1

Comment Letter I-191

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-g9pw-6h9z
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0204

Comment from Taylor Lee

Submitter Information

Name: Taylor Lee

General Comment

I fully support this project. Maybe even a streetcar following Highway 111 in the future to connect all the valley cities.

} I-191-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Other
Tracking No. kqs-gg7g-8e3a
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0205

Comment from Cecelia Garcia

Submitter Information

Name: Cecelia Garcia

General Comment

I think it is a wonderful and needed plan both for the people and the planet. Myself I use public transportation whenever possible and this would benefit myself greatly. I use amtrak often and since moving to the desert there has been the biggest struggle for me not having great public transportation out of the desert. The busses take forever. I know but the time the project is complete I will be older but I will still benefit and so will others and most important the environment. I love this plan and hope it goes forward! Thank you.

I-192-1

Comment Letter I-193

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-h5lt-zr9c
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0206

Comment from Donna Feichtmann

Submitter Information

Name: Donna Feichtmann

General Comment

I think this is a great idea, it would alleviate so much traffic on the I-10, commuters, families and vacationers primarily during the 3 Big Festivals down here. The main question is how much will it cost and who will be paying for this and when would they propose a start and finish date??

I-193-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqs-jlto-tjef
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0207

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

There's already a working rail line in Palm Springs. I'm not sure why connecting all of the valley to this existing line is not being proposed. It seems like it would be less expensive to connect to an existing line then building something entirely new. The Amtrak system is already underutilized, so I'm not seeing I need for a duplicate system.

I-194-1

Comment Letter I-195

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqs-j5vg-ql2n
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Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0208

Comment from Tim Bustad

Submitter Information

Name: Tim Bustad

General Comment

This is something that should have been done 20 years ago. Please move this project forward

} I-195-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Request / Motion
Tracking No. kqs-jap5-hj0k
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0209

Comment from Patrick McCaffrey

Submitter Information

Name: Patrick McCaffrey

General Comment

This is what passenger rail is in the future. The need is definitely there. It can't come soon enough. The whole world is going this way because it is necessary.

} I-196-1

Comment Letter I-197

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
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Tracking No. kqs-japs-hjw0
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronimo Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0210
Comment from Patrick McCaffrey

Submitter Information

Name: Patrick McCaffrey

General Comment

This is what passenger rail is in the future. The need is definitely there. It can't come soon enough. The whole world is going this way because it is necessary.

} I-197-1

Comment Letter I-198

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
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Tracking No. kqs-jmgv-1lsy
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0211

Comment from Robert Hedrick

Submitter Information

Name: Robert Hedrick

General Comment

No project is perfect but this one is very well conceived. Please move forward with getting this rail line built and operational.

} I-198-1

Comment Letter I-199

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kqs-jmla-1 fzn
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0212

Comment from Terri Neuman

Submitter Information

Name: Terri Neuman

General Comment

Is this going to be a high speed train with comfortable seating from LA to Indio? How many stops and where? Trains in dire need of updating. Should be streamlined as in Europe.

I-199-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-k111-dtzm
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0213
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

The Pass Area is growing quickly in new housing developments and new warehouses. So the traffic is getting worse. I appreciate the plans for the new rail system from the desert to Los Angeles. Would it be possible to have the train stop in Beaumont? There are many people that work in Riverside or Los Angeles that will use the train to get to work. Your vision should be for the present and especially the future. I appreciate your consideration. Thank you.

I-200-1

Comment Letter I-201

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request / Motion
Tracking No. kqs-km4w-pcrg
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0215
Comment from Ivan Duran

Submitter Information

Name: Ivan Duran

General Comment

DO NOT bring a stop to the Coachella Valley or Indio. All this train will lead to is homeless people being shotgun pumped into the valley from LA. Which already happens but now by train, please understand that a train to LA seems nice..but it will end up being a homeless camp and unsafe to ride anyways.

I-201-1

Comment Letter I-202

PUBLIC SUBMISSION

As of: July 07, 2021
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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0216
Comment from Jan Kielmann

Submitter Information

Name: Jan Kielmann

General Comment

Stations for Citizens

} I-202-1

Comment Letter I-203

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqs-kx4c-r9ws
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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0217

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

Awesome and about time something is getting done after years of yearning and twice a day seems inadequate should run at least 4-5 times daily the federal infrastructure budget should allocate the funding

I-203-1

Comment Letter I-204

PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqs-kyic-hn8v
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0218
Comment from Jan Kielmann

Submitter Information

Name: Jan Kielmann

General Comment

While a great project and exciting for the future of transport in the San Geronio Pass and out to LA and the desert, it makes no sense in my opinion to only plan stations near Cabazon and Coachella. The short-sighted perspective seems to be to relieve traffic to these points of economic importance, but housing development in the Pass estimates over 250,000 residents in the future, with probably more from Yucaipa to Whitewater.

It therefore would be a more sustainable and holistic perspective to plan as many stations as possible along the route, meaning at least one additional one as close as possible to Yucaipa (Even though residents of Yucaipa / Calimeasa could make it to Redlands University) and at least one more in the Beaumont / Banning area (It makes no sense for Beaumont Residents to travel to Cabazon in order to catch a train to LA).

I have submitted several comments and am concerned about using taxpayer money to solely support economical purposes if there is not much benefit for the taxpayers other than trains rushing by. I hope you are able to grasp and implement a more future-oriented version and add another station in the Yucaipa / Beaumont / Banning region.

A real commuter train would have a stop in all of those and therefore both serve the residents / citizens and experience higher usage rates / lower costs.

With best wishes and looking forward to implementation.

Yours sincerely,

Jan Kielmann, Masters of Science in Engineering.

I-204-1

I-204-2

I-204-3

Comment Letter I-205

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-lbap-nzgq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0220
Comment from Matt Korner

Submitter Information

Name: Matt Korner

General Comment

This service should run to San Bernardino where passengers can make more transfers to the Metrolink, Arrow, and sbX systems, where Metrolink's 60-minute express trains to and from Los Angeles may be reinstated, and where the S.C.R.R.A. right of way could be utilized, allowing for the Amtrak service to avoid freight traffic and find a more direct route to Los Angeles.

I-205-1

Additionally, both Riverside and San Bernardino Counties should reserve a sliver of the orange groves alongside Alabama Street that might allow for an extension of California High-Speed Rail to Phoenix and Tucson.

I-205-2

[www.Facebook.com/PhoenixHigh-SpeedRail](https://www.facebook.com/PhoenixHigh-SpeedRail)

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-m111-3sqq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0221
Comment from David Applegate

Submitter Information

Name: David Applegate

General Comment

I strongly support the proposed rail line from the Coachella Valley to Union Station. We live in Palm Springs and would travel to LA much more frequently if it wasn't such an incredible hassle. I read the EIR and I don't have a strong preference for any of the three options and would support any of them. In general, I would be in favor of the option that results in the fastest timeline for completion and beginning of service. It is also important to keep in mind that the traffic is generally not bad between Coachella and Beaumont so it is not necessary to have multiple stations between these two points. Looking forward to this moving ahead!

I-206-1

PUBLIC SUBMISSION

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Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0222
Comment from Wayne Chandler

Submitter Information

Name: Wayne Chandler

General Comment

After reviewing the necessary documents I am in favor of this project. I believe it will benefit many people and businesses, as well as cut down on what is already overflow traffic in the affected areas. Let's make this happen.

I-207-1

Comment Letter I-208

PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 07, 2021
Category: Application / Petition
Tracking No. kqs-n76y-jrax
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0223
Comment from Bill Ford

Submitter Information

Name: Bill Ford

General Comment

We are opposed to this project.

There are a number of reasons not the least of which is an increase air, land, and noise pollution. Furthermore the valley can barely handle the current number of visitors.

Thanks

I-208-1

Comment Letter I-209

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-nfnk-25zl
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0224

Comment from Linda Leventhal

Submitter Information

Name: Linda Leventhal

General Comment

Waste of money on rail project. Why not use the money to improve our surface roads.

} I-209-1

Comment Letter I-210

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-npcm-11cc
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0226
Comment from Nikki Reed

Submitter Information

Name: Nikki Reed

General Comment

More and more job growth, tourism and revenue for the Coachella Valley! I would like to see an employment center or a trade school out here in the Coachella Valley created just for this project.

} I-210-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0227
Comment from Nick Parra

Submitter Information

Name: Nick Parra

General Comment

At this time, there is no exact location as to where to place Metro Link Stops between Cabazon through Beaumont. It will be great if all cities get one but if only one is rewarded a Stop then I think the City of Banning is most qualified to earn the Stop as it connects to the most government agencies (Social Services, Community College, Supreme Court, Airport, and Dysart Part which is the current largest entertainment venue in the area) and Banning is strategically centered to among private businesses between Monongo Casino, Cabazon Mall, Banning's future Movie Production Studio, and Beaumont's San Geronio Shopping District. At some point in the future all venues can be connected by smaller scale Lite Rail, EV, Horse trail, and Bicycle lanes). In addition, City of Banning has been planning and investing in both Homelessness Programming and Affordable Housing way before other cities had interest and it is a fact low income residents will heavily rely on public transport to connect to both public and private resources & venues.

I-211-1

Comment Letter I-212

PUBLIC SUBMISSION

As of: July 07, 2021 Received: July 06, 2021 Status: Posted Posted: July 07, 2021 Tracking No. kqs-o4ag-uj38 Comments Due: July 06, 2021 Submission Type: Web
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Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0228
Comment from Ronald Roy

Submitter Information

Name: Ronald Roy

General Comment

See attached file(s)

Attachments

Metrolink San Bernardino Line Double Track Project (Lilac to Rancho) - SBCTA
SCAG Regional Rail Simulation Update 2011
WRCOG Western Riverside County Active Transportation Plan
Metrolink Regional System Map
CV Link - Coachella Valley Alternative Transportation Route
RON ROY Comment Letter on CVSGPRCS
Alameda Corridor East Construction Project Gets Boost from CTC 2015
Multi Goods Movement Action Plan Riverside County Action Plan
San Gabriel Trench Grade Separation Project
San Bernardino Transit Center HDR

Comment Letter I-212, cont.

1

To RCTC:

From: Ron Roy
Beaumont Resident:
Email: rroy310@gmail.com

Regarding Draft EIR for CVSGPRCS

To whom it may concern:

Thank you for providing public comments to the DEIR for the Coachella Valley San Gorgonio Pass Rail Corridor Service (hereafter CVSGPRCS). Also deepest thanks goes to the individuals and organizations who have, I'm sure, have tirelessly and persistently, shown leadership and fought for the creation of this service which will benefit millions of public transit and alternative transit users for generations to come.

The CVSGPRCS project, is clearly a very ambitious and extraordinarily complex undertaking, which must address numerous factors such as land use, right-of-way, connectivity, linkage, convenience, speed, long term costs, coordination and cooperation with other Southern California rail infrastructure projects underway by Regional Transit Agencies such as SBCTA, Metrolink, Amtrak, SCAG, SGVTA, WRCOG, SANDBAG, and many other entities which requires extraordinary cooperation, coordination and foresight, to achieve a 22nd century rail service.

My goal in my comments is to provide as much criticism as possible, in order that RCTC (and other agencies) are given the widest possible vantage point of options, ideas, innovations, transit user perspectives, and in my case, the vantage point of an individual who will use the service from my home in the San Gorgonio Pass Community of Beaumont.

My comment format is primarily outline, with notes and extended written comments as follows:

I. LACK OF JURISDICTIONAL REPRESENTATION for residents of the San Bernardino Valley affected by proposed station location in Loma Linda:

A key part of the route will service the Redlands/San Bernardino Valley with municipalities within a 10-15 mile radius of a proposed Loma Linda Station including the cities of:

Redlands: 71513
San Bernardino: 215784
Loma Linda: 24184

I-212-1

I-212-2

Comment Letter I-212, cont.

2

Highland: 55049
Colton: 54824
Rialto: 103045
Bloomington: 21847
Fontana: 210759

representing a combined population of 757,005 (or over ¾ of a million) people who are not represented politically/governmentally in deciding the outcome of the rail route, service characteristics etc.

If you expand the radius from the Loma Linda Station only another 5-10 miles to include Ontario, (185010) which includes Ontario International Airport, and Ontario Mills, and Rancho Cucamonga (177603) , which includes Victoria Gardens, you're looking at a San Bernardino Valley Population of 1,119,618 (or over 1.1 million) people without political/governmental representation on this key regional transportation project.

This is in comparison with the city of Riverside with a population of: 326414 which is dwarfed by the SBV population.

Given this glaring gap in political/governmental representation, it is inappropriate, and undemocratic that RCTC should isolate itself from the rest of the Inland Empire region, particularly the San Bernardino Valley, to apparently carry forward a political agenda that harms not only Pass Area, Hemet Valley, and Coachella Valley Residents (all of which in Riverside County), who need to commute daily westbound to San Bernardino/Los Angeles county "foothill" communities and city centers, but also San Bernardino Valley Residents who would benefit from nearby (less than 5 mile to station) service that could transport them westerly to western San Bernardino County communities or LA County, or easterly to the Pass Area and Coachella Valley for employment, commerce, retail, education, recreation etc. and also SBV residents who could benefit from accessing the Coachella Valley Rail, to reach Coachella Valley.

I-212-2
cont.

II. LACK OF CONNECTIVITY/LINKAGE/ACCESS TO SAN BERNARDINO VALLEY, ONTARIO AIRPORT, POMONA VALLEY, SAN GABRIEL VALLEY, "FOOTHILL COMMUNITIES"

➤ This lack of SBV representation, and other factors, have glaringly negative consequences for SBV and Pass Area Residents which include:

- **SBTC BECOMES THE KEY TRANSIT HUB FOR CVSGPRCS:** Passenger Rail service in the Redlands/San Bernardino Area includes, Amtrak (Southwest Chief [San Bernardino Depot] Sunset Ltd/Texas Eagle[Ontario, Pomona Depots]), Metrolink (San Bernardino Line, Inland Empire/Orange County Line:SBTC) and ARROW Route (Redlands Downtown Station/San Bernardino Transit Center (SBTC). A big problem here is that all three services do NOT connect at one transit hub. Thankfully San Bernardino Transit Center (SBTC) was completed in 2017 and directly connects Metrolinks San Bernardino/Inland Empire:Orange

I-212-3

County Lines and the ARROW line. Unfortunately passengers of Amtrak's Southwest Chief cannot board at SBTC, creating a gap in connectivity/linkage and significant bottlenecks and time delays. Also Amtrak's Sunset Limited/Texas Eagle does not have station stops at SBTC or San Bernardino Santa Fe Depot. RCTC and SBCTA need to create a consolidated transit connection at SBTC that allows passengers using Amtrak, Metrolink, ARROW AND CVSGPRCS to conveniently transfer from one service to the others at ONE LOCATION, again SBTC seems the likely choice, unless another location is under consideration. Putting the only Redlands/San Bernardino CVSGPRCS station in Loma Linda, as the ONLY CVSGPRCS station in the Redlands/San Bernardino area, is a poor choice as it creates a transit "island" which causes connectivity/linkage gaps between CVGPRCS and the other aforementioned Passenger Rail Services which converge at SBTC. The CVSGPRCS station needs to be located at the SBTC. An CVGPRCS station at SBTC will dramatically improve connectivity/linkage/accessibility/ridership to the millions of people in the Redlands/San Bernardino Valleys, who can access CVSGPRCS at SBTC. Also Passengers who board CVGPRCS in the Coachella Valley and San Gorgonio Pass Communities will be able to transfer to/board Metrolink, Amtrak, ARROW trains at SBTC. This will transform rail connectivity in the Redlands/San Bernardino valleys for generations. RCTC cannot ignore the importance of building the CVSGPRCS station at SBTC, as it coincides with established transit planning principles of connectivity, linkage, accessibility, and increased ridership for regional passenger rail in the Inland Empire and Southern California. Putting the CVSGPRCS station at SBTC, creates tremendous passenger choice, flexibility, and convenience. For example, by putting the CVSGPRCS station at SBTC, CVSGPRCS passengers could disembark at SBTC and take the other passenger rail services to reach other Inland Empire and Los Angeles County Destinations, or even the High Desert/Las Vegas. After stopping at SBTC, the CVSGPRCS could still continue to Riverside and Orange County. But this now becomes a choice among many passenger rail choices at SBTC. Riders/Passengers are given far more options/choices at SBTC to travel over far more route options. The greater the options/choice, creates a force-multiplier which dramatically drives up ridership. As we know in 2021, passenger rail ridership is crashing, due to the slow times, constant interruptions/delays in service, lack of travel options, poor linkage and connectivity.

- I'm including the following for review and emphasis. Need to build and service adjacent/direct/nonstop/physical connectivity to key SBV transit hubs/nodes such as
 - Downtown Redlands Arrow Station: ARROW commuter rail, which is over 80% complete and scheduled for service in early 2022. RCTC has not examined direct rail connection to ARROW stations such as the Downtown Redlands Station, or San Bernardino Transit Center
 - San Bernardino Transit Center (SBTC) which services the ARROW line, Metrolink San Bernardino Line, numerous bus lines, such as Omnitrans, RTA, Beaumont Transit, and MARTA. The CVSGPRCS rail should connect directly to the SBTC, so that CVSGPRCS commuters can unboard from their train, and take only a few steps to board the Metrolink San Bernardino line, and other transit services at SBTC, rather than being required to unboard onto a transit island in Loma Linda, that might require CVSGPRCS passengers to use up an additional ½ hour or more of time to

212-3
ont.

transfer to other modes, which wastes precious time that could be avoided with a direct connection at the SBTC. Also Metrolink Trains at SBTC have more frequent arrivals/departures at SBTC, creating more passenger choice/options.

- San Bernardino Rail Depot servicing Amtrak Sunset Limited/Texas Eagle, via the UP Alhambra Subdivision, and San Bernardino Metrolink via SCRRRA owned tracks from San Bernardino to Union Station.
 - Ontario Airport Terminals and parking lots and existing rail tracks oriented northerly and most conveniently reachable via I10, the UP Alhambra Subdivision, which is designed for northern access via I10.
 - Amtrak Ontario Station Servicing Amtrak Sunset Limited and Texas Eagle using UP Alhambra Subdivision Route.
 - Recently approved Boring Company Tunnel that will Connect Ontario Airport to Rancho Cucamonga Metrolink Station.
- Need to create enhanced connectivity to other modes of transit such as Bus, Alternative Transit.

I-212-3
cont.

III. To improve connectivity to millions of people and dramatically increase ridership, need to incorporate (all or portions of) UP Alhambra Subdivision, UP Los Angeles Subdivision, Metrolink San Bernardino Line Right-of-Way, Amtrak Stations, Ontario Airport Tunnel Project, Gold Line, OR completely new right of way (near/over highways freeways, tunnels) to access:

- San Bernardino Valley: Over 1.1 million population from Redlands to Montclair
- Pomona Valley: incl: Claremont, Pomona, La Verne, San Dimas
- San Gabriel Valley: incl: Covina, Baldwin Park, City of Industry, El Monte, Rosemead, San Gabriel, Temple City, Alhambra, Pasadena.
- Utilization of the Alameda East Corridor Project, completed San Gabriel Trench (San Gabriel Valley Association of Governments) which can provide access to San Gabriel Valley Communities.
- Use design/build expertise and construction experience gained from the San Gabriel Trench and apply it to potential Trench build through portions of San Bernardino Valley, notably Ontario Airport Access.
- Use rail right-of-way adjacent to San Gabriel Trench that was abandoned as part of San Gabriel Trench Construction.
- Also: scour the landscape for any abandoned right-of-ways, vacant lands, or other features, that could be used along this proposed route.
- Consider developing new right-of-ways including viaducts and tunnels to connect CVSGPRCS to above valleys and communities, perhaps using abandoned or underutilized rail right-of-ways or over/next to freeways or highways such as Interstate 10 Interstate 210, Route 66, Arrow Highway, Holt Ave
- Please note UP Alhambra Subdivision tracks and UP Los Angeles Subdivision tracks Converge closely at Amtrak Ontario California Station [Sunset Ltd/Texas Eagle] (only a few hundred feet apart), and notably, Pomona Downtown station, where Amtrak

212-4

and Metrolink trains are literally running adjacent to each other. RCTC needs to look both these stations along this stretch of converging track to incorporate a CVSGPRCS Station! The integration here of 3 converging passenger rail services, Metrolink, Amtrak, and CVSGPRCS, can dramatically improve connectivity/linkage and therefore, significantly drive up ridership, for all 3 services. Dramatically increased ridership should be a central objective of designing building CVSGPRCS.

I-212-4
cont.

IV. Given that the Coachella Valley Rail Infrastructure, once built will impact the region for decades, if not centuries, it is worth the additional investment, given the extraordinary long-term impact of this project, to build rail tracks and routes in the fastest most passenger convenient manner. Given that any rail project of this magnitude will cost billions of dollars, its important to put the quality and long-term benefits of the project ahead of cost concerns. Regional rail projects are extremely expensive, but everybody knows that. In short, don't nickel and dime on this project if it creates a defective system that will permanently impair ridership, speed, convenience and public benefit.

I-212-5

Key Connectivity is needed for:

- Direct connections, and where possible, incorporate into the existing infrastructure for, to the following:
 - Downtown Redlands ARROW station
 - San Bernardino Transit Center
 - San Bernardino Depot
 - Ontario Airport
 - Claremont
 - Cal Poly Pomona
- Anticipate HSR stations in Inland Empire and build infrastructure connections accordingly.

I-212-6

I-212-7

V. BUILD INTERMODAL TRANSIT CENTER IN SAN GORGONIO PASS (PASS IMTC)

- Model after LA Union Station, Anaheim, ARTIC, Santa Ana Regional Transportation Center, San Bernardino Transit Center.
- Center will Service Pass Area Communities of Whitewater, Cabazon, Banning, Cherry Valley, Beaumont, Calimesa, San Timoteo Canyon.
- Supports Retail/Commercial Hubs in the Area
- Pass IMTC needs to be strategically located to equally serve both Westbound (San Bernardino Valley, Moreno Valley) and East Bound (Coachella Valley) Pass area commuters, and out-of-town ridership that wants to patronize the Pass Area retail and recreational centers.

I-212-8

- May need more than one transit center/station in the Pass, one for East Bound daily commuters to the Coachella Valley (Near Highland Springs Rd?), the other for commuters commuting daily to San Bernardino, Los Angeles, and Orange Counties.

I-212-8
cont.

VI. NEED FOR A SEGREGATED AND SEPARATELY OWNED RIGHT-OF-WAY FOR THE CVSGPRCS

CVSGPRCS needs to have 100% ownership and control of tracks and right-of-way through the entire rail route!

CVSGPRCS needs to purchase/acquire its own separate set of (preferably double/triple) tracks for the entire route.

A study needs to be conducted that compares building the service on a separate right-of-way vs “sharing” (which almost always means subordinating to) right-of-way with the UP/BNSF owned tracks that presently characterize the proposed route. This study like all studies and proposals for CVSGPRCS, should project 50-100 years into the future, minimum. Public Transit agencies notoriously make the fatal mistake of fretting over multimillion dollar/billion dollar initial right-of-way/construction and operating costs without looking at how these seemingly high initial costs end up benefiting the 15-20 million southland residents who will have access to this service over centuries. This study should compare 50-100 year projections for:

I-212-9

- Initial design/construction/operating costs associated with purchasing separate right-of-way, vs leasing right of way over same period.
- Speed of service and safety advantages of purchasing/acquiring separate right-of-way vs “sharing” with freight railroad track owners. For example, a minimum of 45 freight trains travel through San Timoteo Canyon (and likely the rest of the San Gorgonio Pass) DAILY. Most of these trains are now more than 2 miles long. It will likely be impossible for CVSGPRCS passenger trains to operate speedily, safely, and uninterrupted when forced to subordinate/share rail privileges with the freight railroad companies, such as BNSF and UP, that run freight trains on the same tracks.
- A goal in acquiring this additional separate right of way should include, not only safety, but also achieving time/speed targets, such as 45-60 minutes max for Indio-Union Station: LA non-stop service, and 75-90 minutes max. for multiple stop service from Indio to Union Station: LA

VII. Need guaranteed reliable, speedy, and convenient, multi-modal connector service from CVSGPRCS to Downtown areas of the Coachella Valley Communities.

The existing freight rail tracks through the Coachella valley, except for Indio, are miles away from the city centers of Coachella Valley

I-212-10

Communities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta. Given that it will likely be found unreasonable to run new rail tracks through the center of these cities (say via SR111), RCTC needs to arrive at reliable, frequent, and speedy multi-modal connectors from the Coachella Valley Rail Stations to these centers. Examples are Bus, light rail or monorail shuttles. Also linking to alternative transportation infrastructure such as the Coachella Valley Link Alternative Transportation Route is a must

I-212-10
cont.

VIII. NEED TO CONSIDER ROUTING THE CORRIDOR THROUGH THE “VALLEY” COMMUNITIES IN REDLANDS, SAN BERNARDINO, POMONA, SAN GABRIEL VALLEYS, VIA THE SAN BERNARDINO LINE RIGHT-OF-WAY, OR THE UP “ALHAMBRA” SUBDIVISION.

I-212-11

IX. Need to abandon fossil fuel (diesel/CNG) technologies for rail “propulsion” in favor of renewable technologies (hydrogen, electrified rail). Also consider using new technologies such as SBCTA’s Zero-Emission Multiple Unit (ZEMU) rail vehicles (for use in ARROW rail service).

I-212-12

X. Need to consider and adopt 22nd century rail technology for CVSGPRCS such as current or future versions of high speed rail, hyperloops etc.

XI. CVSGPRCS needs to develop connectivity with Active Transportation in accordance with WRCOG Western Riverside County Active Transportation Plan (2018), CVLink, Pass Link, Santa Ana River Trail, and other Active Transportation Route Systems.

XII. CVSGPRCS connectivity to future California HS Rail and Las Vegas/LA HS Rail stations in the Inland Empire.

I-212-13

NOTES:

PRINCIPLES TO ADHERE TO WHEN DESIGNING AND CONSTRUCTING THE CVSGPRCS

LINKAGE/CONNECTIVITY

The more linkage/connectivity you can create in a system, the more useful and efficient it becomes, and the increased convenience leads to increased ridership throughout the system, which creates a force-multiplier effect

ANTICIPATORY PLANNING

I-212-14

Comment Letter I-212, cont.

8

Designing the CVSGPRCS Rail should anticipate future infrastructure that will be built throughout the system in ways that directly or indirectly impact and benefit the CV Rail system. There is a Southern California version of the 1860s transcontinental railroad race going on. Los Angeles county is aggressively adding additional right-of-way, additional tracks (double/triple/quadruple tracks: see SBCTA: Lilac to Ranch double track)) and grade separations (including Metrolink Fullerton Road and San Gabriel Trench: Alameda Corridor East project) to speed up, and add capacity for freight and passenger rail. Meanwhile RCTC is aggressively adding grade separations through Riverside/Jurupa for its Metrolink Riverside Line to speed up passenger service. The convergence of these West-to-East, and East-to-West, multi-billion dollar rail infrastructure improvements, and future rail infrastructure projects, must be taken into consideration in the design and construction of CVSGPRCS. Again this is another reason, why the right of ways for the Metrolink Riverside and San Bernardino lines, and the UP Alhambra Subdivisions must be reconsidered as well as any "new" right-of-ways currently not under the control of commercial railroads, Metrolink, or Amtrak (ex: viaducts over freeways).

I-212-14
cont.

MUST BEAT OUT THE CAR AS A TRANSIT OPTION;

I-212-15

MUST ACHIEVE USER FRIENDLY TARGETS SUCH AS:

- SPEED OF SERVICE: Must achieve a 22nd century speed of service.
 - 2-3 hours each way is UNacceptable. The one-way non-stop trip time from Indio to DTLA should not exceed 45-60 minutes. With stops the one-way trips should not exceed 75-90 minutes.
- COMFORT AND CONVENIENCE: Comfort and convenience while on the trains

Examples:

ARROW

Ontario Airport Tunnell

San Gabriel Trench Grade Separation Project

HSR into the Inland Empire.

Double Track along Metrolink San Bernardino Line

Future Pass Transportation Center

I-212-16

Creating a station in Loma Linda, separates/disconnects CV Rail from nearby transit hubs such as Redlands ARROW station, SB Transit Center.

It slows down the system, by requiring unnecessary and time consuming transfers from the Loma Linda Station to the nearby key transit hubs.

I-212-17

RAIL THROUGH COACHELLA VALLEY

Can the rail line run through or within a few blocks of Downtown Palm Springs, PS International Airport, Cathedral City, Palm Desert, Indian Wells, La Quinta, and Indio/Coachella, rather the current proposed route which is miles away from the nearest city centers?

I-212-18

Comment Letter I-212, cont.

9

DO NOT NICKEL AND DIME THE PROJECT IN A WAY THE PERMANENTLY HARMS LONG TERM EFFECTIVENESS OF THE SYSTEM:

RCTC staff have indicated that there is a cost difference of under 200 million between using the UP Alhambra subdivision vs the "Los Angeles" Subdivision which runs through Riverside, Orange County, then LA county cities like. Norwalk, Commerce etc.

Designing the long-term benefits of this type of infrastructure should not be bogged down in small cost differentials considering the scale of the project and the millions of people who will have access to the system. Considering this infrastructure will

The San Gabriel Trench Grade Separation cost \$294 million, but will impact the regional freight and passenger rail system for a century! This was paid for by the SGVAG, creating a force multiplier for the region, and having a key linkage subregion shoulder the cost for its geographic and ridership share of the route system. Got to think long term benefits.

Fullerton Rd. Grade Separation: cumulative benefits are being created by improving the efficiency of the rail system in LA County via Alameda East Corridor project. Also the necessary grade separation projects completed or underway from DT Riverside through Jurupa and Beyond.

I-212-19

Need to create direct connections to SB Transit Center and Ontario Airport, to increase ridership by allowing riders to use portions of the CV Rail route to disembark at the aforementioned key hubs which increases ridership on other lines such as Metrolink SB Line, and Gold Line (eventually running to Ontario Airport).

I-212-20

ONTARIO AMTRAK STATION IS ONLY A FEW YARDS from the Metrolink Riverside Line near Euclid Avenue in Ontario. Why aren't these two lines connected at this station?

I-212-21

Thank you for your consideration.

Ron Roy

Comment Letter I-213

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Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0230
Comment from Terri Crooks

Submitter Information

Name: Terri Crooks

General Comment

Hello, My husband and I live Palm Desert, and we enjoy driving to downtown Riverside Metrolink station and taking the Metrolink to San Clemente. We invite and encourage others to ride the Metrolink also. Personal, I would like to see the train travel from Palm Springs to the Orange County and San Diego County beaches, instead of LA.
Thank you,
Terri Crooks

I-213-1

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0231
Comment from David Haugland

Submitter Information

Name: David Haugland

General Comment

I support frequent, daily, regularly scheduled rail service to Palm Springs and the Coachella valley from Los Angeles, San Diego, Las Vegas, and Phoenix.

} I-214-1

Comment Letter I-215

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0232
Comment from Daniel Teutle

Submitter Information

Name: Daniel Teutle

General Comment

I have been a Coachella Valley resident and a daily driver of the roads in our state for over 40 years and I love to travel by train (mostly in other states and countries, a few times in California) and, my first impression of this Rail Road Corridor is that this is an utter waste of money as proposed for the following reasons:

I-215-1

Sunline transit agency has provided a daily service Coachella Valley to Riverside metrolink stations (and vice versa) for way over a decade, one does not have to be an expert to see that there is just a handful of riders, if any at times, to figure that people need the flexibility that a car provide. Check With Sunline transit on actual yearly ridership and why it has not in service for months.

I-215-2

Our cities, unlike the East coast, Europe and/or Japan are far apart and access to current train stations are non existent by public transportation with the exception of Indio, to park a private car on this facilities is sketchy at best.

I-215-3

Freight railroad rights of way are owned by private, for-profit corporations, and the routes potentially most useful for passenger service are typically the busiest with freight traffic. In many cases, states or commuter rail authorities have reached agreement with freight railroads to share either their track or right of way. However, unlike Amtrak, which has eminent domain power over freight facilities and can appeal to a federal agency to determine the terms of its access to freight track, other would-be passenger rail operators do not have any statutory leverage when negotiating with freight railroads. This likely increases the price public authorities pay for access and leaves them with no apparent recourse when freight railroads reject their offers.

I-215-4

Comment Letter I-215, cont.

The focus should be in ensuring that the proposed Banning to Cabazon I-10 bypass actually extends to where I-10 and Hwy. 111 merge on the East, and Hwy. 60 to the west. This area is the constriction that causes traffic to back up all the way to Indio at times.

I-215-5

Many of us wishes that it would be less traffic in the future but, the reality it that it will continue to increase exponentially, let us focus on finally fixing existing roads and build alternate ones. Trains, even if they overcome all the legal and environmental hoops, and using other areas in our country and around the world as example, will always be expensive to operate and will always relay on subsidies, will be unreliable and ultimately will never solve our transportation problems. On the environmental side it will just create more pollution by traveling with only a handful of passengers (like the Sunline's 10 commuter Link has done for more than 10 years) and while waiting for the freight trains (they will always have the priority) using the same track.

I-215-6

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Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0233
Comment from Edward Neal

Submitter Information

Name: Edward Neal

General Comment

As a Palm Springs resident I am 100% in favor of passenger rail service between the Coachella Valley and Los Angeles - I know many people who would love to be able to jump on a train and spend a day or two in LA and to not have to worry about driving their vehicle and finding and paying for parking. I also think that rail service would be very beneficial for people who wanted to come to the Coachella Valley for events like Stage Coach and Coachella fest and having this option could greatly reduce traffic on local freeways and local roads and in addition would also reduce pollution and help reduce greenhouse gasses

I-216-1

Comment Letter I-217

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0234
Comment from Monica Hayes

Submitter Information

Name: Monica Hayes

General Comment

I think is a great idea to have a Pass Rail Corridor service in the valley because it will be good for the environment plus less traffic, also it is easier for people that do not have a car or drive the freeway. Visitors to Los Angeles to Coachella Valley will benefit during vacation time. I hope this project gets approved it is time to simplify and get practical traveling.

I-217-1

Comment Letter I-218

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Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0235
Comment from John Kephart

Submitter Information

Name: John Kephart

General Comment

Absolutely. The sooner the better. The added convenience of not having to deal with So Cal auto traffic, plus it could be marketed as including leisure/luxe accommodations and perfect for weekend trips, business trips, etc. With all the events in both L.A. and the Coachella Valley, this is an absolute home run.

I-218-1

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Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0236
Comment from Hubert Hanrahan

Submitter Information

Name: Hubert Hanrahan

General Comment

The rail proposal is terrific and so needed for our residents. I live in Desert Hot Springs and as a senior, this will make traveling to LA County so much easier with the opportunity to leave our car behind.

We had excellent service on the Amtrak Capitol Corridor line between Sacramento and the Bay Area. It made getting to San Francisco so easy, as well as riding to 49er games in Santa Clara.

Thank you and keep up the good work and effort!

I-219-1

Comment Letter I-220

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0237
Comment from Catherine Barber

Submitter Information

Name: Catherine Barber

General Comment

The slogging traffic in 10 and the fact that we have only one primary entrance and exit makes this transportation addition critical for safety egress and avoiding pollution

} I-220-1

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Comment On: FRA-2021-0048-0002
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Document: FRA-2021-0048-0238
Comment from Brian Bower

Submitter Information

Name: Brian Bower

General Comment

I am very much in favor of immediate construction of rail service from LA to the Coachella valley. Having driven the route several times I would definitely make use of a rail service and I feel it would bring positive economic benefits along the route.

I-221-1

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Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0239
Comment from Ellen Finan

Submitter Information

Name: Ellen Finan

General Comment

Please extend rail service to Coachella Valley. Rail would connect us to Riverside and Los Angeles. Currently the only way to get there is by car. Tesloop, the reasonably priced method, is defunct. If we could get access to metrolink, it would transform the area for tourists. Europeans often travel by rail but there is really no possibility in our case. As for locals, rail would open up possibilities for shopping, entertainment, the arts, and the beach. Rail would lesson pollution; it save lives as the Inland area has had an explosion of warehouses along the 60 and 10 corridors and building more fulfillment centers has already been approved. The recent construction on the 70 will only provide some relief for drivers to the valley for the next 5-10 years. Rail would help mediate the traffic.

Quality of life, economic viability, environmental concerns and economic justice are all reasons for Coachella Valley to be open for rail transit. I support rail.

I-222-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-smu5-rikx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0240
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I'm very much in favor for an alternative way to get to and from the Coachella Valley and Los Angeles Area. All the connections already in service (San Bernardino - Riverside) can offer continued rail as far South as San Diego, North Simi Valley, Santa Barbara and more. Please allow this service low "RED TAPE" to get into service as soon as possible.

I-223-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-ss3h-4ew4
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0241
Comment from Dave Grothe

Submitter Information

Name: Dave Grothe

General Comment

This project should be a no brainer. The impact to the environment is clearly on the beneficial side as existing rail lines would be used for the majority of the extension. Plus it would remove countless vehicles from our roadways and onto public transportations and should be expedited.

I-224-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-t2ho-arcq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0242
Comment from Jan Harnik

Submitter Information

Name: Jan Harnik

General Comment

It is well past the time for train service for Coachella Valley and the pass area to be implemented. The sooner this train and a third rail are part of our transportation system the sooner our community members will enjoy the freedom of ridership and others will begin to shift their thinking regarding transit, the sooner we have a positive impact on air quality and health, the sooner we lessen traffic congestion and the need to continually increase lanes on our freeways and highways and waste tax payer funds that could be put to much better use. IT IS PAST TIME FOR THE COACHELLA VALLEY LINE!

I-225-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-t76h-yr9m
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0243
Comment from Brenda Direen

Submitter Information

Name: Brenda Direen

General Comment

Yes please! I would use this weekly!

] I-226-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-tuvk-tlr9
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0244
Comment from Brian Eggert

Submitter Information

Name: Brian Eggert

General Comment

I think the Coachella Valley San Geronio Pass Rail Corridor is a great idea. We need a better system to connect to rail systems to allow us to travel to other parts of the state on rail instead of our autos. Especially has most of the population in the Coachella Valley are getting older and less able to drive. The current Amtrak system arriving at the weird hours is not a feasible answer for us especially where the train stop is located in Palm Springs.

I-227-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-v379-mzqx
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0245
Comment from Suzanne Dwight

Submitter Information

Name: Suzanne Dwight

General Comment

As a Coachella Valley restaurant, I strongly support rail service ; it's long overdue for sure!

} I-228-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-v37x-eajq
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0246
Comment from Suzanne Dwight

Submitter Information

Name: Suzanne Dwight

General Comment

As a Coachella Valley restaurant, I strongly support rail service ; it's long overdue for sure!

} I-229-1

Comment Letter I-230

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request for Comment(s)
Tracking No. kqs-vkuk-5tf0
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0248
Comment from Adam Behr

Submitter Information

Name: Adam Behr

General Comment

I am all for rail service between Los Angeles and the Coachella Valley, where I live in Rancho Mirage.

It would be great for residents at both ends, and all along the way, as well as the environment, and probably other people and things I haven't even thought of yet.

Thanks!

I-230-1

Comment Letter I-231

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-vp5a-ococ
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0249
Comment from Jim King

Submitter Information

Name: Jim King

General Comment

I support bring the line to the Coachella Valley

} I-231-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-w3jo-jk4u
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0250
Comment from Phillip Snover

Submitter Information

Name: Phillip Snover

General Comment

As a resident of 29 palms I believe it is great to have another option for traveling from the desert to the other cities. I think it would benefit many adding jobs, both temporary and long term for generations and would help bring in tourism from all southern California areas.

I-232-1

Comment Letter I-233

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Application / Petition
Tracking No. kqs-wlfx-923c
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0251

Comment from Thomas Tokheim

Submitter Information

Name: Thomas Tokheim

Attachments

7-6-2021 CV Rail Station Letter of Support

Comment Letter I-233, cont.

July 6, 2021

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Letter of Support for Palm Desert I-10/Portola Interchange Funding

Dear Federal Railroad Administration:

On behalf of Millennium Master Plan, 152 acres at the NE corner of Portola Street and Gerald Ford Drive, I am writing to you today to consider Portola as a future rail station for the Coachella Valley San Geronimo Pass Rail Corridor Service Program. The benefits of this project are numerous, but here are the critical issues this project addresses:

- Genesis Single Family Home development by this fall will have the final 33 home closings to complete the 166 new home development at the NE corner of Portola and Gerald Ford Drive.
- In 2022, we plan to start the construction of the Millennium 330 apartments which includes 66 affordable apartments.
- Also within the Millennium Master Plan is a 10-acre parcel owned by the City of Palm Desert for 220 affordable apartments.
- The new 11,000 seat arena has been approved by Riverside County and is under construction near Cook Street and Interstate 10 for the new minor league hockey team and other concerts and shows, all of which could total 150 events per year whereby the commuter train would be a valuable mode of transportation.
- Close proximity to both the California State University San Bernardino at Palm Desert and the University of California, Riverside at Palm Desert campuses would greatly enhance transportation options.
- The University Park area has two new home developments just under way for new homes totaling approximately 500. Another minimum of 600 are planned for University Park for future development.
- Near Portola and Gerald Ford Drive another new home development of 70 homes will start in 2021. Other area new home developments within 1-2 miles could add 300-400 homes.

It is very exciting what is going on in the center of the Coachella Valley to the south of I-10 with a 4-year University in Cal State San Bernardino (and hopefully Cal State Palm Desert) and UCR and a new arena just north of I-10 for minor league hockey, concerts, and other activities.

I-233-1

Comment Letter I-233, cont.

This I-10/Portola station would open the unincorporated Thousand Palms area between Varner and Ramon Road, providing a more balanced and diversified central part of the Coachella Valley that would better serve all in the entire region.

Having served in Administration at Desert Regional and JFK Memorial and Eisenhower Medical Center, I was fully aware that many of our employees were commuting from Desert Hot Springs, Morongo Valley, Yucca Valley, Joshua Tree, Coachella, and further east. This Thousand Palms area provides an excellent opportunity for more affordable housing closer to schools and universities and other amenities this central location offers with public transportation much more feasible.

There was an excellent editorial in The Desert Sun on March 19, 2021 by Representatives Eduardo Garcia and Chad Mayes about the tremendous need for affordable housing, and it includes a recommendation for developing a valley wide approach to solving the issue with 10,000 new housing units over the next 10 years.

Also attached is an Environmental Impact Report (EIR) from 5/18/2018 regarding 214 acres north of Varner that would provide for 600 single family homes, 900 apartments, a K-5 elementary school, 5 pocket parks and almost 400,000 of commercial/retail space. These residents would also have great access to the planned City of Palm Desert 27-acre regional park south of I-10 off Portola Street and Dinah Shore Drive in the Millennium Master Plan.

This project cannot move ahead without the federal funds available through this process. A high prioritization of this project among the many will benefit the people of the Valley.

We appreciate your time and consideration.

Sincerely,

Thomas J. Tokheim
Millennium Master Plan

I-233-1

I-233-2

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-x6vz-btse
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0252
Comment from Pamela Carnt

Submitter Information

Name: Pamela Carnt

General Comment

This is a fantastic idea

} I-234-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-x95x-4y4t
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0253
Comment from Kevin Holliday

Submitter Information

Name: Kevin Holliday

General Comment

As a resident of LA and a frequent visitor to the Coachella Valley, I would greatly appreciate rail service between LA and Palm Springs. I would use it a lot and it would be so much better than sitting in traffic. Please consider having times that would service the leisure market, i.e. the weekends. I'd love to take an afternoon train on Friday and arrive in Palm Springs in time for dinner.

I-235-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
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Posted: July 07, 2021
Category: Decision / Response
Tracking No. kqs-xc5d-xnr1
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0254
Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

This is a great idea, I know the youth of the Coachella Valley would love this idea due to the fact that it simplifies a trip to Los Angeles. Being 20 years old something like this completely excites me knowing it would be easier to travel avoided tremendous amounts of traffic and gives us more opportunities to explore without the hassle.

I-236-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Decision / Response
Tracking No. kqs-xotg-0gjj
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0255
Comment from Roman Minyaylyuk

Submitter Information

Name: Roman Minyaylyuk

General Comment

I am in full support of this project. As a resident of Desert Hot Springs, I would love to be able to get on a train and head into LA versus sitting on the 10 in traffic, which is very unproductive. I also think, we've got a great deal of commuters heading into the LA area for work that would rather not be sitting in a car for hours. I hope as this train project materializes that local public transit agencies tailor their service to serve the new stations in a smart way to make sure everyone is able to get that last mile service once they get off the new train route to their destination.

I-237-1

Comment Letter I-238

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-xqqm-uhog
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0256
Comment from Judy Myall

Submitter Information

Name: Judy Myall

General Comment

My partner and I are seniors who have lived in Palm Springs for 11 years..In those years we have visited Los angeles only about 6 times..We would love to be able to visit more often but unfortunately the traffic and congestion on the freeway keeps us away.If there was a train service to the L.A. area we would really enjoy being able to go more often. This service is way overdue.

I-238-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-i5c8-5eh2
Comments Due: July 06, 2021
Submission Type: Web

Docket: FRA-2021-0048
Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002
Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0257
Comment from Walter Bendick

Submitter Information

Name: Walter Bendick

General Comment

Having moved to Rancho Mirage from LA and having made the drive over the years many many times I would truly welcome a rail service between Indo and LA. The drive on I10 can be very long and difficult and having the opportunity to sit and relax on that trip would be very positive. I hope this project moves forward and becomes a reality .

I-239-1

Comment Letter I-240**Comment Format:** Email**Date:** 6/28/2021**Commenter:** Michael Sloan

Great Idea. So happy to see the proposal after all these years in the IE. Please keep me updated.

} I-240-1

Comment Letter I-241

Comment Format: Email

Date:5/21/2021

Commenter: Michael Moore

We need it!

} I-241-1

Comment Letter I-242

Comment Format: Email

Date: 6/5/2021

Commenter: Christine Caffrey

I hope this project is completed. I drive up to the LA area twice a month and the traffic is horrible. This would really be a great way to travel without having to deal with all the traffic.

I-242-1

Comment Letter I-243

Comment Format: Email

Date: 5/25/2021

Commenter: Deborah E. Garbe

What type of train service proposed? Will there be restrooms, club cars, food service, etc?
Like the trains I road in my youth! When is an estimated date for service to begin if approved?
Will there be a discount for seniors?

I-243-1

Thank you.

Deborah E. Garbe

Comment Letter I-244

Comment Format: Email

Date: 5/26/2021

Commenter: Shawn Stoller

Good morning. We are residents of Indio and would support adding rail service to Union Station and hope it would reduce traffic and the gas burned for people to visit the valley and the many events, including major music festivals, held here each year. Hopefully, the reduced emissions from removing those vehicles from the interstate will be seen as a huge benefit of adding this additional rail service and this environmental win will be factored in to the analysis.

I-244-1

Thank you,

Shawn Stoller

Comment Letter I-245**Comment Format:** Email**Date:** 5/27/2021**Commenter:** Tyson Atwood

Interesting project which would be a great public transportation alternative. This project would tie in nicely to other public transit project in the Coachella Valley region such as CV Link.

I-245-1

Comment Letter I-246

Comment Format: Email

Date: 6/1/2021

Commenter: Gordon Edwards

Your map is so unreadable, it should be an embarrassment to post on your web page.

} I-246-1

Comment Letter I-247

Comment Format: Email

Date: 6/2/2021

Commenter: Andrea Josephson

Will everyone disembark at Union Station or can u stay on til Chatsworth? Will u allow dogs.
Will u have reserved seats and beverage service?

} I-247-1

Thx Andrea

Comment Letter I-248

Comment Format: Email

Date: 6/14/2021

Commenter: Joseph Farley

The CVRP could generate massive "fixed" revenues, that would reduce the unnecessary waste of conventional debt financing & expose opportunity costs, by offering a cargo "Trunk-Line-Feeder" service, utilizing cargo-only wagons, (combi units can also be used) & take advantage of unused capacity (track & off-track hrs./idle, 24/7). The "Feeder" strategies connect endless lesser "Feeder" vehicles, incl. bus-lanes, & facilities of many functions, for time/place utility; throughput, & "all that comes with that."

Required: Legions of standardized, very fast on-off, (RFID/IoT/AI), Roll carts, incl. non-motor cold-chain, for upstream unitization & downstream selectivity, can reduce massive highway bottlenecks & support community planning for cost reduction & progressive designs for communal living.

Note the FHWA study reveals that "Bottlenecks cost the US economy more than \$42b in 2019...almost 660 million hours of delay on the nation's highways" . Commercial Carriers Journal May 27, 2021, by Jason Cannon, CCJ chief editor. The mobility/functionality of Roll carts is not a big problem.

I-248-1

Comment Letter I-249

Comment Format: Email

Date: 6/14/2021

Commenter: Kelly Watson

I fully support this project; as a resident of Palm Springs with family in LA and OC it would be very valuable to me to have alternative to automobiles to reach LA especially as i get older.

Thanks for everything you are doing.

Dr. Kelly Watson

Palm Springs, CA

I-249-1

Comment Letter I-250

Comment Format: Email

Date: 6/22/2021

Commenter: Nicola Wong

I am very interested in taking the train into LA as often as once a week.

} I-250-1

Comment Letter I-251

Comment Format: Email

Date: 6/24/2021

Commenter: Alex Croix

I am just a bit confused, is this going to be a high speed railway project?? Because if not, it is concerning how fast the train will travel and how long it will shorten the time compared to car travel from Palm Springs to Riverside. I was looking forward to this, thinking it will be a high speed train. I would just like to know how many mph the train plans to travel. Thank you.

I-251-1

Comment Letter I-252

Comment Format: Email

Date: 6/26/2021

Commenter: Sabina Greco

I'm very interested in train service being established in the Coachella Valley. I hope the project moves forward and can be completed — this will be so beneficial to the residents living here and to visitors. By my way of background I rode the train to work from Orange County to LA for work for 20 years! I have first hand knowledge of the benefits rail service can provide.

Please keep me updated on the status - if you need comments or thoughts relating to the project I'd be happy to participate.

Thank you

Sabina Greco

Indio resident

I-252-1

Comment Letter I-253

July 1, 2021

Sheldon Peterson

speterson@RCTC.org

Re: Coachella to LA passenger rail project

I believe the project is of great merit.

I-253-1

I understand that the City of Redlands is requesting the development of "quiet crossings" at Alessandro Road and at San Timoteo Canyon Road.

I have lived for forty years in near proximity to the San Timoteo crossing.

The road crosses the tracks at an angle and typically carries heavy daily traffic.

Over the years a number of accidents have occurred, several undoubtedly caused by drivers trying to beat the gates, while others were traveling at such speed they could not negotiate the turn, which happened just a few months ago.

I-253-2

I believe it is important that every possible element of safety that can be provided should be in place at this intersection. The sounding of the train's horn alerts drivers traveling at high speed along the approaches to be alert and slow down.

I live twice as close as the "health Facility" (Redlands Community Hospital) is to the crossing, making the horn's sound four times louder where I live. Further, while I often have my windows open at night, the hospital is an enclosed environment. While a patient there the sound could barely be heard.

I-253-3

I do not mind the horns, knowing the safety function they serve.

Parenthetically, a number of residents at greater distance from the crossing have commented to me that they enjoy the horn's distant sound.



William E. Cunningham 421 San Timoteo Cyn. Rd., Redlands, 92373

William 421@earthlink.net 909 793 9558

Comment Letter I-254

John Ulloth
PO Box 7232
Van Nuys, CA 91409

Amanda Ciampolillo, Environmental Protection Specialist
Federal Railroad Administration
1200 New Jersey Avenue SE
Washington, DC 20590

July 6, 2021

Dear Ms. Ciampolillo,

>>>>>>>>>> ADVISORY! THIS NEXT PARAGRAPH IS NOT AN OFFICIAL COMMENT: <<<<<<<<<<<<

I don't know why, but seem unable to comment right on the on-line documents provided, anywhere else, or in any other way. There are no instructions how/ where to make the thing work, so I'm mailing. When I type in various phrases in your Search box, i.e. "how to comment", "make comment now", "instructions"... nothing comes back. The documents are bureaucratic (stacks of facts in boxes bringing characteristics together, short on analysis, short on strategic value-judgement or pricing) I find that user-repelling, with dim insight how judgements are made/ or perhaps made up in a smoke filled back room? There is no page describing "How to Comment"/"Instructions Page" in the Table of Contents... So I am mailing & commenting in a way that makes sense to me: with facts > (comparisons) > reasons that brings me conclusions which FRA, RCTC, etc. to consider. I'm apologizing now -in advance- for submitting comments "out of (your) order", but I am making all comments now, with no alternative than to trust you will put them in the appropriate places. Because despite the glacial pace of this process, I find that without notice, decisions (such as routing!) have been suddenly, permanently made without public comment. Unless this is meant to repel public comments from Enviro. Docs. (and hope that *isn't* your dept.'s intent), may I recommend in the future a simplified, get-real, user-friendly overhaul of this process putting simple instructions on how to make Comments in the table of Contents? --JJU

I-254-1

<<<<<< OK, GETTING OFF MY SOAPBOX, OFFICIAL COMMENTS START BELOW THIS LINE: >>>>>>

COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE PROGRAM OFFICIAL COMMENTS

(we'll refer to this as the "Coachella Train" below)

Since the last public hearing at the lobby of LA County Metropolitan Transportation Authority (LACMTA)

THERE HAVE BEEN 2 "TURNS FOR THE WORST" THAT NEED CORRECTING A.S.A.P.:

PUT THE COACHELLA TRAIN (BACK) ON THE UNION PACIFIC RAILROAD'S (U.P.) "ALHAMBRA SUB"... I AM NO LONGER AMBIVALENT ABOUT THIS ROUTING... FOR REASONS OF PHYSICS:

1A. **THE SHORTEST DISTANCE = LOWEST ENERGY COSTS TO RUN.** Better than your wandering route which zigs southeast (to Fullerton), then zags back upwards northeast (via Riverside) to add a few additional passengers, gaining another County for political braggadocio, but requires the Coachella Trains be handed off to different freight railroad dispatchers at track ownership boundaries... that's all a schedule time-waster!.

1-254-2

1B. THE MOST DIRECT LINE WITH FEWEST CURVES = HIGHER END-TO-END SPEEDS.

1C. **LIMITING STATION STOPS = HIGHER END-TO-END SPEEDS.** Why are we looking for so many new stations to slow the service down? Don't! The best station to add, (and only on the Alhambra Sub) is the Ontario Airport (ONT) terminals! There was once an Alhambra station, which was a great suburban location, but would need complete rebuilding now... (not worth holding up the beginning of project service.)

Since it won't be cheaper than a bus, or faster than an airplane, the Coachella Train must at least be cheaper than an airplane & faster than a bus! **Therefore THE LAUS-INDIO TRIP MUST BE MADE IN UNDER 3 HOURS, INCLUDING DWELL TIME AT STATIONS, MUST COST FAR LESS THAN \$300 AIRFARE, & AS CLOSE TO A \$30 LONG DISTANCE BUS FARE AS POSSIBLE TO BE COMPETITIVE!**

I-254-3

Comment Letter I-254, cont.

PUT THE COACHELLA TRAIN ON U.P.'S "ALHAMBRA SUB"... FOR REASONS OF RIDERSHIP: MAKING THE NEW COACHELLA TRAIN MATCH THE ROUTE OF AMTRAK'S SUNSET LIMITED, BRINGS DAILY SERVICE ON THIS LINE FROM LA UNION STATION... In fact, the Coachella train will be the defacto base service on the west end of this line, taking its place in Amtrak's Schedule with the Sunset Limited. But 2 initial runs per day (minimal service proposed for the Coachella train) would make additional deviations fanning out unwise- they'll only water-down convenience & ridership. Though outside of the scope of this project, it will also help the Union Pacific get used to making room for Daily Amtrak Service, which will ease the Sunset Limited's eventual move to Daily operation (see 6B.)

I-254-4

1C. **...AT LEAST AS FAR AS INDIO...** Foolishly, Amtrak only ran the Sunset Limited train 3 days/wk. but presently only 2 days per week! a ludicrous false economy that kills network connections to/from other trains! Made even worse since the Sunset Limited has a lousy on-time performance record, shamefully doesn't reach Miami, FL anymore (Amtrak's last true Transcontinental), or anywhere tracks were rebuilt in the Gulf Coast east of New Orleans after Hurricane Katrina (2005) thanks to George W. Bush! For many reasons displayed on the Sunset Limited cascading thru out Amtrak's network, running trains "less than Daily" must come to an end! <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/temporary-timetables/Sunset-Limited-Schedule/100520.pdf> Until Amtrak's abuse of the Sunset Limited stops, the Coachella train can patch up Amtrak's less-than-daily coverage gap in the schedule, at least in CA (see also #2 below)... we're not doing this to help pinch-penny Amtrak accountants' with their Funny Numbers, we're doing this for rail passengers!

I-254-5

1D. ...on days the Sunset Limited runs, its presence will boost train choices in the corridor...

2. **...BUT BEST TO PUT A HUGE 2ND TRAVEL MARKET ON THE OTHER END OF THE LINE. WHERE? EXTENDING THE COACHELLA VALLEY TRAIN TO PHOENIX, ARIZONA VIA YUMA WOULD GUARANTEE RIDERSHIP SUCCESS, PATCH AN INEXCUSEABLE AMTRAK TRAIN GAP TO MEET PENT-UP DEMAND, & SAVE A STATION:** Some years ago, membership-lobbying group RailPAC's former V.P. Bob Manning said the Palm Spring train (Coachella Train) was already dovetailed into talks to extend it to Phoenix, AZ; the largest U.S. City; -4 Million people- having NO AMTRAK TRAIN! Without knowing where that stands today, facts are: Maricopa (a puny station) doesn't count -an insulting hour & a half bus ride away- from Phoenix' real Station ((b. 1923) (401 South 4th Avenue (x Harrison St.)) still stands, (but) wasted (boarded up). Cities should own their own stations (almost always produces the most viable, mutli-use result) and Phoenix should reopen this one, (RailPAC affiliate "All Aboard Arizona" might help persuade Mayor Gallegos, who they've met with before)! It's just 3 blocks south + 3 blocks west of the nearest Valley Metro light rail line turning to the east, which is only 4 more blocks south of Phoenix' Downtown bus plaza (1st Ave.-W. Polk St.-N. Central Ave.-E. Van Buren St.). **THIS MUST BE THE 2ND PHASE OF THE COACHELLA TRAIN: START A STUB IN THIS DOCUMENT TO BEGIN STUDYING GOING TO PHOENIX IN THE NEXT PHASE! KEEP IT AS A STUB & LEAVE IT UNFUNDED (NOT 1 MORE EXCUSE TO DELAY IMPLEMENTATION!) BUT YES IT IS APPROPRIATE when you consider this strategy's purpose is to guarantee ridership far beyond survival by PUTTING A BIG CITY AT BOTH ENDS!** This is what Amtrak trains can do. Why risk losing everything for lack of the Big Picture here?

I-254-6

THIS IS THE PLACE FOR INCREMENTAL GREEN TECH. UPGRADING! WITHOUT SLOWING ANY PROGRESS, TELL THE ENVIRONMENTAL MANAGERS OF THIS PROJECT WE NEED INCREMENTAL GAME-CHANGING EQUIPMENT & ENERGY FROM THE START:

3A. FIRST, CALL UP METROLINK (SCRRA), & OFFER TO TAKE ENOUGH EMD F125 DIESEL LOCOMOTIVES OFF THEIR HANDS (I think that = 3; 1 locomotive for each daily train + 30% in rotation/ reserve) TO RUN PUSH/PULL COACHELLA VALLEY SERVICE... AS F125'S PERFORMANCE CHARACTERISTICS "HIGHER-SPEED"-RAIL CAPABILITY (to 125MPH) ARE FAR BETTER-SUITED TO THE COACHELLA TRAIN'S CORRIDOR (LONGER RUNS WITH FEW STOPS BETWEEN), THAN THE START-&-STOP TYPICAL OF METROLINK COMMUTER RUNS WITH STATIONS AS LITTLE AS 3 MILES BETWEEN. (ALSO, TO MEET TODAY'S HIGHER TIER-4 DIESEL ADMISSIONS STANDARDS, F125'S DESIGN ROUTES ALL ITS TRAIN'S POWER INCLUDING HEAD END POWER (HEP) THRU THE PRIME-MOVER + AFTER-TREATMENT SO THE EXHAUST CAN BE SCRUBBED TO TIER 4 STANDARDS; CHICAGO'S METRA F-40PH'S HAD A SIMILAR PROBLEM EARNING THEM THE NICKNAME "SCREAMERS" FOR WAILING AWAY AT RUN-8 WITH FANS TOILING HARD, ESPECIALLY ANNOYING WHILE IDLING IN STATIONS!)

I-254-7

3B. ALTERNATIVELY, CALL UP RAIL PROPULSION SYSTEMS (RPS) OF FULLERTON = railpropulsion.com & info@railpropulsion.com TO BEGIN IMPLEMENTING CLEAN(ER)-AIR ALTERNATIVES: i) FOR REBUILDING LOCOMOTIVES TO SWITCH FUEL TO BURN NATURAL GAS (though still a fossil fuel, it's less-

Comment Letter I-254, cont.

worse environmentally, there's no loss of horsepower, & converting to gas saves money), ii) THEN HAVE RPS SELL YOU A COUPLE ZERO EMISSION BOOSTER LOCOMOTIVES (they call a "ZEBL" = a locomotive MU'ed (maybe on the other end of the train for ideal FRA locomotive crash-worthiness?), with its prime mover gone, replaced by racks of batteries or fuel cells) TO CAPTURE BRAKING ENERGY otherwise lost to heat/ friction/ brake wear FOR ACCELERATING AWAY FROM STATIONS, DISTRIBUTED HELPER POWER ON UPHILL GRADES + DOUBLING THE NUMBER OF TRACTION AXLES.

3C. CALL UP U.S. RAILCAR (f.k.a. Colorado Railcar before 2009 post-bankruptcy reorganization in Columbus, Ohio) = www.usrailcar.com TO STUDY i) IF A PAIR OF SELF-PROPELLED FULLY FRA-LOCOMOTIVE-CRASH-STANDARDS-COMPLIANT PASSENGER DMU's (multiple designs available, but ask about US Railcar's 110 Mph PRIIA compatible concept) WOULD WORK MOST ECONOMICALLY IF RIDERSHIP DEMAND IS LOW ON SOME RUNS? (WE ALREADY KNOW THE ANSWER IS "YES, MUCH MORE ECONOMICALLY! (like 3-miles-per-gallon instead of a locomotive's 3-gallons-per-mile"), & ii) IF A SELF-PROPELLED DIESEL RAILCAR (can be ordered with up to 800 hp- as much horsepower as a small switch engine) MIGHT BE USED AS AN IN-TRAIN HELPER AT THE REAR OF LONGER COACHELLA TRAINS- FOR DISTRIBUTED POWER TO CONTINUE THE TRAIN EAST OF INDIO...?

4. FINALLY, CALL FOR OVERHEAD ELECTRIFICATION ON TRANSCONTINENTAL ROUTES (THE SUNSET LIMITED IS ONE OF THEM), SUSTAINABLY-POWERED (BUILD THOSE TRACKSIDE WINDMILLS IN "THE PASS" AREA, AS SHOWN IN THE LOGO- *make it real!*); OVERHEAD ELECTRIC IS THE ABSOLUTE BEST FOR HIGH-SPEED RUNNING & PULLING-POWER ON A HELPER DISTRICT)... & RPS' BATTERY ZEBL's CAN STILL BE USED AS HELPERS!

CONNECTING TRANSIT IS ABSOLUTELY ESSENTIAL FOR RIDERSHIP! NO CONNECTING TRANSIT? THAT'S A DEALBREAKER!

5A. **AN EXTENSION OF SUNLINE ROUTE #1 OR #1X EXPRESS** (implementation delayed by Covid) **TO AMTRAK'S PALM SPRINGS TRAIN STATION** ("PSN" in Amtrak lingo) **IS ESSENTIAL!** (making the walk from Palm Springs' Amtrak Station to downtown Palm Springs mid-day this time of year could kill you!)

<https://sunline.org/sites/default/files/SunlineSystemMap-012021.pdf> If it isn't already, Palm Springs' Station should be owned by the City of Palm Springs. It needs to be staffed with at least 2 agents selling train, long distance bus, commuter, & local bus tickets... to be open as many hours as trains & long distance buses are, with water fountains/ water bottle fill stations for bicyclists, & adequate public restrooms.

5B. **CONNECTING TRANSIT TO GET PALM SPRINGS' RECREATIONAL MARKET IS ESSENTIAL!** FOR THOSE NOT INTO THE DOWNTOWN PALM SPRINGS SCENE, the arrival of Coachella Train passengers will give SunLine Transit the incentive to connect to the Palm Springs Aerial Tram... SunLine buses must go to/from the Train station; SunLine Rte. 4 is closest short line, but needs to extend southwest from Ramon straight across Palm Canyon where it becomes Tram Way, a 3.5 miles driveway to the Tram's base station. The Tram expects you to ONLY come by car (/taxi) as its shuttlebuses to only serve loopy car-parking lots at the west end of their driveway. As they go to Indio, SunLine Rte's. 1 (& 1X) serve a larger area. Whatever route it's attached to (in the name of maximizing 1-seat rides) Tram departures are on the half hour, so SunLine should match that! But this service should end within half an hour of the 1st & last Tram, since there's no other destination/ nothing else to do on Tram Way except for taggers, vandals, & thieves.

5C. **AN EXTENSION OF SUNLINE ROUTES TO THE EASTERN END OF CIVIC CENTER WAY INTO THE INDIO TRANSIT STATION** ("INO" in Amtrak-lingo) **IS ESSENTIAL.** THIS STATION'S BLISTERING PARKING LOT SHOULD BE COMPLETELY SHADED WITH SOLAR PANELS FOR SUNLINE'S ELECTRIC BUS RECHARGING, & POWERING A LARGER STAFFED STATION BUILDING. AT ALL STATIONS ON THE LINE- BUT PARTICULARLY THIS ONE- PAVING SHOULD BE RECONFIGURED TO PRIORITIZE BUS EFFICIENCY WITH BUSBAYS PARRALLEL & RIGHT NEXT TO TRACKS TO PRIORITIZE "CROSS-PLATFORM TRANSFERS"! ... Bike facilities should be close-by... with car drivers, whose mode is least efficient, sent to park furthest away from train platforms!

By reaching the same endpoints as more than 1 station on the rail line, a bus can become the "rail emulator" anytime buses run that trains don't. Covid-impacted SunLine's Route 10, designed to be a rail emulator complimenting MetroLink, will connect even farther to the west... But SunLine Route 1 and/or 1X (Express) needs to be stretched north of Downtown Palm Springs (Palm Canyon x Taquitz) WORKING TOGETHER with buses reaching intermediary points the train doesn't, & the Coachella train reaching much further destinations beyond the buses' service area, they extend each other's range & feed each other passengers.

I-254-7,
cont.

I-254-8

I-254-9

I-254-10

I-254-11

I-254-12

Comment Letter I-254, cont.

I don't understand any NEED for trains to stop a short distance southeast of Indio station? (there IS straighter track there... still...) Moving the crowds off MetroLink trains to Coachella/ Stagecoach/ other festivals must be organized by a charter bus company (like CoachUSA) to bridge the gap, since the Empire Polo Club (Madison-Ave 49-Monroe-Ave 52) is far off the tracks & a bit south of east-west SunLine routes. Riverside's County Fair/ Date Festival Ground (Arabia-111-Oasis-Dr. Carreon) is already covered/ handled by Sunline routes. But why should it be necessary to stop the Coachella trains somewhere south of the downtown Indio Station ("IDO" in Amtrak-ThruWay lingo)?

I-254-13

5D. THERE IS A TEMPLATE FOR AN OPTIONAL COACHELLA/ STAGECOACH FESTIVAL STATION (WITH INFRASTRUCTURE NOT NEAR THE TRACKS, REQUIRING BUSING); IT'S FOUND AT METROLINK'S LA COUNTY FAIR PLATFORM IN POMONA; IT SITS THERE ALL YEAR, BUT DUE TO THE PROXIMITY OF OTHER STATIONS, ONLY OPERATES LIKE A FLAG STOP WITH STOPS FOR PASSENGERS GOING TO THE COUNTY FAIR... for some reason, it's seldom used for other large events (drag racing at the Pomona Racetrack, outdoor shows in fairground parking lots) besides the County Fair.

I-254-14

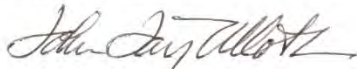
LET'S GET THIS ENTIRE PROJECT FAST-TRACKED & DONE ASAP! & GET OUT OF THE WAY OF PROGRESS!; THIS IS NOT THE LAST OR ONLY AMTRAK TRAIN NEEDED! WHY CAN'T FRA & RCTC TRY TO FAST-FORWARD AT LEAST 1 YEAR OR 2 OUT OF THIS TURTLE-SLOW PROCESS?

6A. MULTIPLE OTHER RAIL ROUTES NEED IMPLEMENTATION & GREENING-UP BY YESTERDAY! Incremental improvements can come later; the hot breath of Global Warming Control's Expiration Date (DeCarbonize-By-2030) is on our necks!

I-254-15

6B. ON A GLOBAL WARMING EMERGENCY BASIS, FRA & RCTC must focus on the goal of beginning service NOW zeroing-out all BUDGET-SUCKING, TIMEWASTING INFRASTRUCTURE CHANGES (NO TO ALL GRADE SEPERATIONS, YES TO BUILDING SIDINGS NOW, LONG ENOUGH FOR THE COACHELLA TRAIN TO PASS BY ONCOMING FREIGHTS AT CHOKE POINTS WITHOUT STOPPING)!

"For Better Transit - & More of It"



(John Jay Ulloth)

Comment Letter I-255

Bruce Campbell

Subject: Comment on Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR (from L.A. Union Station)

July 4, 2021

Federal Railroad Administration
Amanda Ciampolillo, Environmental Protection Specialist
1200 New Jersey Ave. SE
Washington, D.C. 20590

Dear Ms. Ciampolillo and to whom it may concern at the FRA and beyond,

Thank you for accepting these comments in regards to the exciting proposal for a Downtown L.A. to Indio train route.

1. I strongly favor the Downtown L.A. Union Station to Indio route, and urge that this L.A. to Indio route be a "fast-track" priority – both literally and figuratively. I prefer that speeds be limited to 110 to 120 MPH; I-255-1
2. Please study the (very obvious to me) viability of a Downtown L.A. Union Station to Indio to Phoenix, Arizona, route which would clearly have financial viability since Phoenix is not only the 5th largest city in the USA, but is an hour and a half from an Amtrak station!; I-255-2
3. One excellent reason to choose that L.A. to Indio route is that it would be a lot more timely and less complicated because the proposed route through Fullerton and Riverside would involve DIFFERENT FREIGHT RAILROAD DISPATCHERS at DIVISION POINT BOUNDARIES – if one goes to the trouble to have this route and to have the train run at fairly high speeds, why would one choose the route which faces major delays because, as you are likely well aware, FREIGHT TRAINS HAVE PRIORITY OVER PASSENGER TRAINS in the USA?!? *(Addition of July 5th: I have just been informed that actually passenger trains are supposed to have priority over freight trains but Congress has never enforced it so the freight operators instead favor freight trains. SO INSIST THAT THE RULES BE ENFORCED – Passengers First!)* I-255-3
4. Given the reasonably steady proposed route, rather than having numerous starts and stops, it may well be wise to acquire EMD F-125 diesel locomotives for the project, so please study this option; I-255-4
5. Please seek to convince Rail Propulsion Systems of Fullerton to switch to cleaner fuel while also seeking to store (in battery or fuel cell) "regenerative braking energy" to help power the trains; I-255-4
6. Please also evaluate the possibility of overhead electrification on each of the routes proposed; and I-255-4
7. It would make sense to extend SUNSHINE RT. 1 or RAPID RT. 1X to Amtrak's train station in Palm Springs (unless you want walking passengers perishing from heat while walking between stations). I-255-5

Thanks so much for your consideration of these concerns.

Sincerely yours,



Bruce Campbell
10008 National Bl. # 163
Los Angeles, CA 90034

Comment Letter I-256

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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.

I-256-1

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.

I-256-2

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 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.

I-256-3

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.

Comment Letter I-257

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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-257-1

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.

I-257-2

As we all know, two daily round trips won't suffice the desire to be able to live in this region car-free 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.

I-257-3

Comment Letter I-258

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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.

I-258-1

Comment Letter I-259

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: Peter Green

I am Peter Green. I am a resident of Palm Desert.

I support the proposal.

} I-259-1

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.

} I-259-2

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.

} I-259-3

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.

} I-259-4

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.

} I-259-5

Comment Letter I-260

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: Timothy Papandreou

Thank you. My name is Timothy Papandreou. 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.

I-260-1

Comment Letter I-261

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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.

I-261-1

I-261-2

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.

I-261-3

Thank you for listening to me.

Comment Letter I-262

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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 Caliente, 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-262-1

I have nothing more to say except that I am excited about this wonderful train.

I-262-2

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.

Comment Letter I-263

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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.

I-263-1

Comment Letter I-264

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: Gary Levin

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.

I-264-1

I-264-2

Comment Letter I-265

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: Brian Yanity

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.

I-265-1

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.

I-265-2

Comment Letter I-266

Comment Format: Public Hearing Official Comment

Date: 6/22/2021

Commenter: 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?

I-266-1

Comment Letter I-267

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: 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.

I-267-1

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.

I-267-2

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.

I-267-3

Comment Letter I-268

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: Tom 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.

I-268-1

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.

I-268-2

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.

I-268-3

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 travelers 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.

I-268-4

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.

I-268-5

Comment Letter I-269

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: 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 vice 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.

I-269-1

I-269-2

I-269-3

Comment Letter I-269, cont

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.

I-269-3

Comment Letter I-270

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: Mariela Loera

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.

I-270-1

And like the previous comment, I also think the Option 1 is the best option.

I-270-2

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.

I-270-3

But fully supportive and excited for this project. Thank you.

Comment Letter I-271

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: 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.

I-271-1

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.

I-271-2

Comment Letter I-272

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: 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?

I-272-1

Comment Letter I-273

Comment Format: Public Hearing Official Comment

Date: 6/26/2021

Commenter: 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.

I-273-1

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.

I-273-2

PUBLIC SUBMISSION

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Docket: FRA-2021-0048

Coachella Valley San Geronio Pass Rail Corridor Service Program

Comment On: FRA-2021-0048-0002

Coachella Valley San Geronio Pass Rail Corridor Service Program Draft EIS/EIR

Document: FRA-2021-0048-0259

Comment from Warren Palmer

Submitter Information

Name: Warren Palmer

General Comment

I AM A RETIRED SANTA FE RAILWAY EMPLOYEE LIVING IN LA QUINTA CA AND FULLY SUPPORT THE IDEA OF RAIL SERVICE BETWEEN THE COACHELLA VALLEY AND LOS ANGELES. AS IT WOULD ENORMOUSLY INCREASE PASSENGER TRAVEL AND COMMERCE FROM INDIO TO LOS ANGELES FOR YEARS TO COME.

I-274-1

Comment Letter I-275**Comment Format:** Email**Date:** 7/7/2021**Commenter:** John Harris

I am just a bit confused, is this going to be a high speed railway project?? Because if not, it is concerning how fast the train will travel and how long it will shorten the time compared to car travel from Palm Springs to Riverside. I was looking forward to this, thinking it will be a high speed train. I would just like to know how many mph the train plans to travel. Thank you.

I-275-1

Comment Letter I-276

Comment Format: Email

Date: 7/7/2021

Commenter: Howard Hoffenberg

To bring in tourist, the money is better spent expanding the Palm Springs airport. The rail line is not consistent with character of the Coachella Valley tourists.

I-276-1

Comment Letter I-277

Comment Format: Email

Date: 7/7/2021

Commenter: Richard McCurdy

This rail system would greatly benefit all of California as cars will come off the roads and more people will ride trains. We all hate traffic. Bringing in the rail will HELP students get to classes and concert goers to hopefully a Cook street stop where the new 10,000 seat stadium is currently under construction not to mention UC-Riverside located off Cook Street. As well as desert folk who are mostly retirees who would love to get a a train and take it to the beaches. This rail line will also relieve congestion for the BPN tennis tourney, Coachella Music fest and well as Stagecoach festival. Please help get this train through. We ALL NEED IT DESPERATELY!!!!

I-277-1

Comment Letter I-278

Comment Format: Email

Date: 7/7/2021

Commenter: Jerry Rutledge

A train to Palm Springs from Los Angeles is decades overdue. Do it now.

} I-278-1

Comment Letter I-279

Comment Format: Email

Date: 7/7/2021

Commenter: Ross Wittman

Good morning. At last night's City Council meeting (7/6/2021), the Redlands City Council approved the submittal of a public comment on behalf of the City for the CVR Project. Upon this approval, which occurred late last night, staff attempted to upload the comment to the site and was unable to do so as the link had been removed prior to midnight. City has submitted a hard copy of the public comment to:

Federal Railroad Administration

Amanda Ciampolillo, Environmental Protection Specialist

1200 New Jersey Avenue SE

Washington, DC 20590

However, we would like to ensure our comment is received. Can you please provide me with a method to submit this letter to ensure it is received and included within public comment?

I-279-1

Comment Letter I-280

Comment Format: Email

Date: 7/7/2021

Commenter: Esmeralda Sanchez

This project would bring a lot of great things for our cities in the Valley, and would bring a lot more entertainment culture. It would also benefit anyone that wants to just explore more cities in a safe and convenient way.

I-280-1

Comment Letter I-281

Comment Format: Email

Date: 7/11/2021

Commenter: Friedrich Bellermaun

After reading about this project today in the Press Enterprise, I visited your web page. It's nice to see that you posted public hearing dates and times. Too bad you forgot to indicate WHERE they were being held! Please be sure to get that right the next time and request media, such as the PE to publish them.

I-281-1

I see that Redlands / Loma Linda may get a station and that's nice because the impending Redlands line will require a non-sensical transfer in San Bernardino for most trips to Union Station. I further note, to my dismay, that your proposal also fails to serve Ontario airport, even though a rail corridor is adjacent. I strongly urge you to consider this.

I-281-2

Comment Letter I-282

Comment Format: Email

Date: 7/12/2021

Commenter: Ken Alan

I applaud the effort to bring much needed rail service to the Coachella Valley. However, let's not make the same mistake we usually make with rail transit — putting stations out in the middle of nowhere that require a transfer.

When the Bay Area Rapid Transit System (BART) was built in the 1970s, to save costs many of the stations were built in the middle of the freeways (non-destinations) and required some kind of transfer to get to a final destination. Any airline traveler will tell you they prefer non-stop flights because connections dramatically increase the uncertainty and problems with travel. Airline delays can make you miss a flight, luggage gets transferred to the wrong plane or misses the flight, etc.

I-282-1

Currently the Coachella Valley-San Geronio Pass Rail Corridor Service calls for using the existing AMTRAK station off Indian Canyon Road near I-10. This station is literally out in the middle of nowhere in a high wind, blowing sand area. Indian Canyon is regularly closed due to flooding and the alternative route via Gene Autry adds a good half hour to travel into Palm Springs. There is no overnight parking at this location so riders would have to take some kind of expensive taxi or UBER service to the station. The last time I was out there there were no public phones and no live transit workers. There is no water or food service. It's basically a bus stop in an extremely hostile environment. Safety is going to be a major concern. It will only take one group of thugs coming in a van to hold up a trainload of riders at gunpoint to kill the service. Even so, there's no positive word-of-mouth that will come of using this station as the stopping point for Palm Springs. Indio is not a destination and Coachella is only a destination for the 3 weekends of the music festivals. No doubt those cities are eyeing rail service as a way to attract tourists but the simple fact is there is no tourist draw beyond the seasonal festivals to attract riders.

I-282-2

I-282-3

For the CVSGPRCS to be successful you must have a destination train station in the valley. "Destination" meaning the place you get off the train and stay, without having to make any kind of connection. For the reverse travel, desert residents traveling to Union Station in Los Angeles, you must have safe & secure overnight parking. It's too long a trip for a day trip. So, there's a rather obvious solution to these problems at hand — build a train station that connects to the Agua Caliente Casino in Rancho Mirage. There is ample secured parking for train riders and many LA visitors need go no further than the resort to vacation in the valley. Those

I-282-4

wishing to venture beyond the resort can find reliable transportation down Bob Hope which, unlike Indian Canyon, has never been closed for flooding or blowing sand. The resort offers food, beverage, shelter and security for train riders. Other amenities, like shopping centers, could be built inside of a train station.

To the best of my knowledge all of the area Indian Tribes routinely bus in tourists from Los Angeles to shop at their outlet stores (Cabazon) and play at their casinos. In particular, they target groups that do not drive/don't have cars. So I would infer the tribes (I'm including Morongo Casino as another destination stop) would see the value of investing in station construction to help realize the train service.

I have covered business in the Coachella Valley for over 20 years, so I know what I'm talking about. Please feel free to contact me if you need additional information.

Regards,

Ken Alan

Managing Editor, The Public Record

Host, The Public Record Podcast

I-282-4,
cont.

Comment Letter I-283

Comment Format: Email

Date: 8/26/2021

Commenter: Jeffrey Mihalik

Why are only two round trips a day being considered? Shouldn't the alternatives analysis include 4, 8, 16, even 20 trips a day? More people will ride if they have more times to choose from and will still have an option if they miss the first train or it doesn't leave at quite the right time. In places where trains are popular, intercity trains commonly leave once an hour. As it is, I'm afraid you will spend a lot of money on a project no one will use because it is too inconvenient.

I-283-1

I also question the decision to avoid the San Bernardino Metrolink line in favor of routing via Fullerton. The San Bernardino Metrolink link route would produce much faster trip times. Higher speeds are important and will produce much larger ridership.

I-283-2