



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 I/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 I/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

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Comment Letter A-01. cont.

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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.

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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.

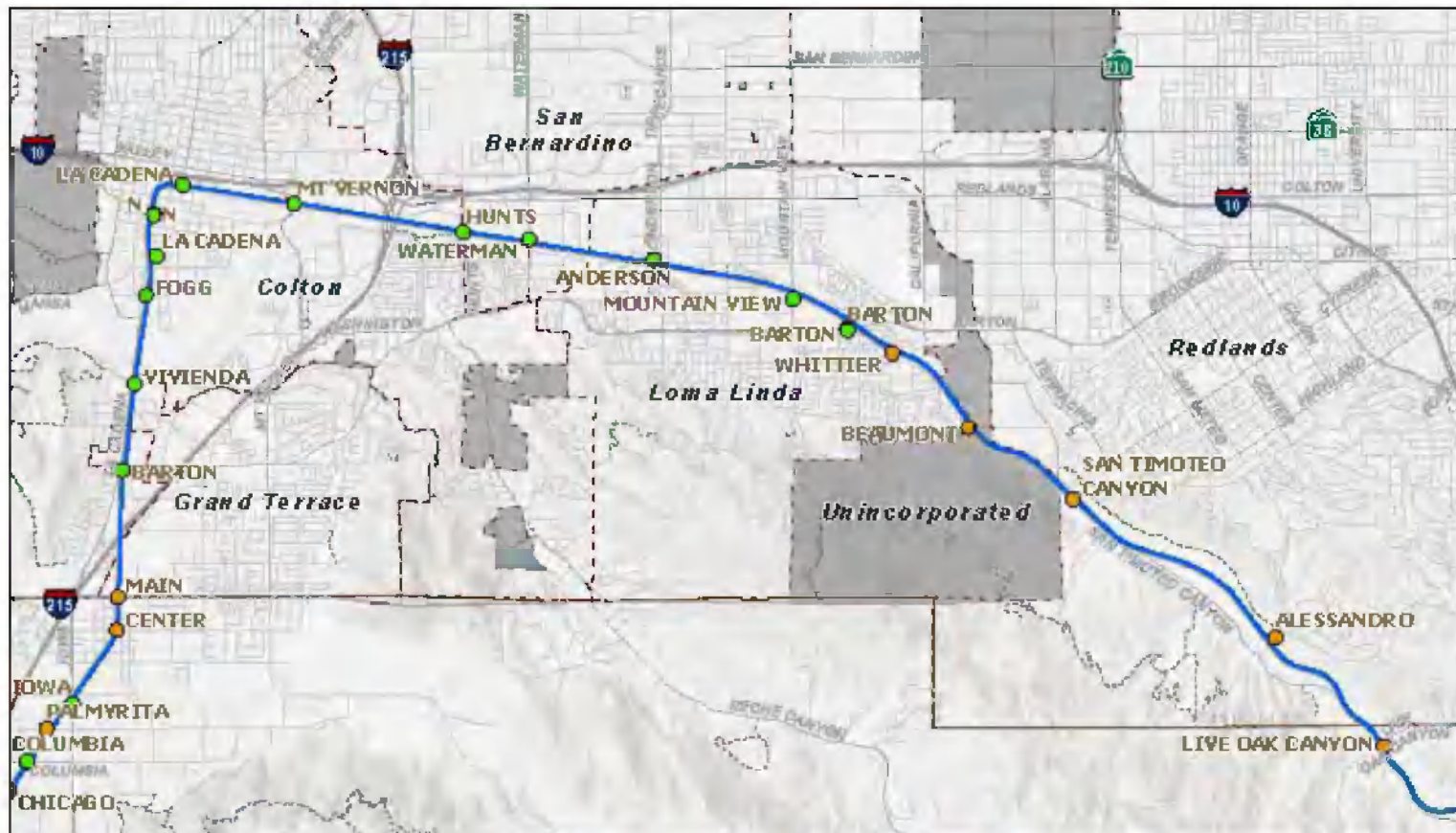
A-01-8

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 Geronimo 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 track 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?

A-02-1

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

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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

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July 6, 2021

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

**Subject: Coachella Valley-San Geronimo 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 employment 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

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A-04-2

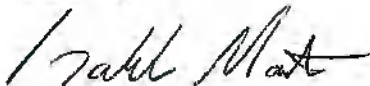
Comment Letter A-04, cont.

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

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Date: 2021.07.06 09:11:48
-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 Geronimo 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 Geronimo 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 Geronimo 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

A-06-2
cont.

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.

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

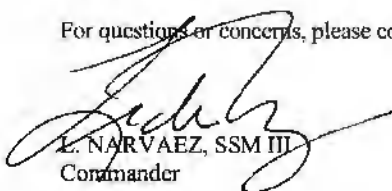
Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2016101017

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 _____

☐ Transportation: Type _____

☐ Minifug: 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/Job

☒ 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"/> Bouting & 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"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<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.

Applicant: Riverside County Transportation Commission

Address: 350 South Grand Avenue, Suite 2900

Address: 4080 Lemon Street

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

City/State/Zip: Riverside, CA 92501

Contact: Kelly Czochowski

Phone: 951-787-7141

Phone: (619) 881-5936

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
ptbarich@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
Received: June 25, 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-2021-0048-0041

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 \$141 million 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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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-2021-0048-0049
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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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-2021-0048-0063

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

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

As of: July 07, 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-2021-0048-0066

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 Tier I 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 Ciampollio
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. Ciampollio:

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. Yarity

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

PUBLIC SUBMISSION

As of: July 07, 2021
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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-2021-0048-0068

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

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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-2021-0048-0090

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

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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-2021-0048-0105

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

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Posted: July 02, 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-2021-0048-0108
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

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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-2021-0048-0126

Comment from The Lautner Compound

Submitter Information

Organization: The Lautner Compound

General Comment

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

} O-10-1

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-2021-0048-0229

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.



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

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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-2021-0048-0258

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 Geronimo 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 conducting 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 3 Holgate Street / Room 3201 Seattle, WA 98134
Robert.Eaton@Amtrak.com | Tel 206800-6100



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 I/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 I 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 Geronimo 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 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-2021-0048-0004
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 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-2021-0048-0005

Comment from Pam Nelson

Submitter Information

Name: Pam Nelson

General Comment

Coachella Valley-San Geronimo 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

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 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-2021-0048-0006

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.

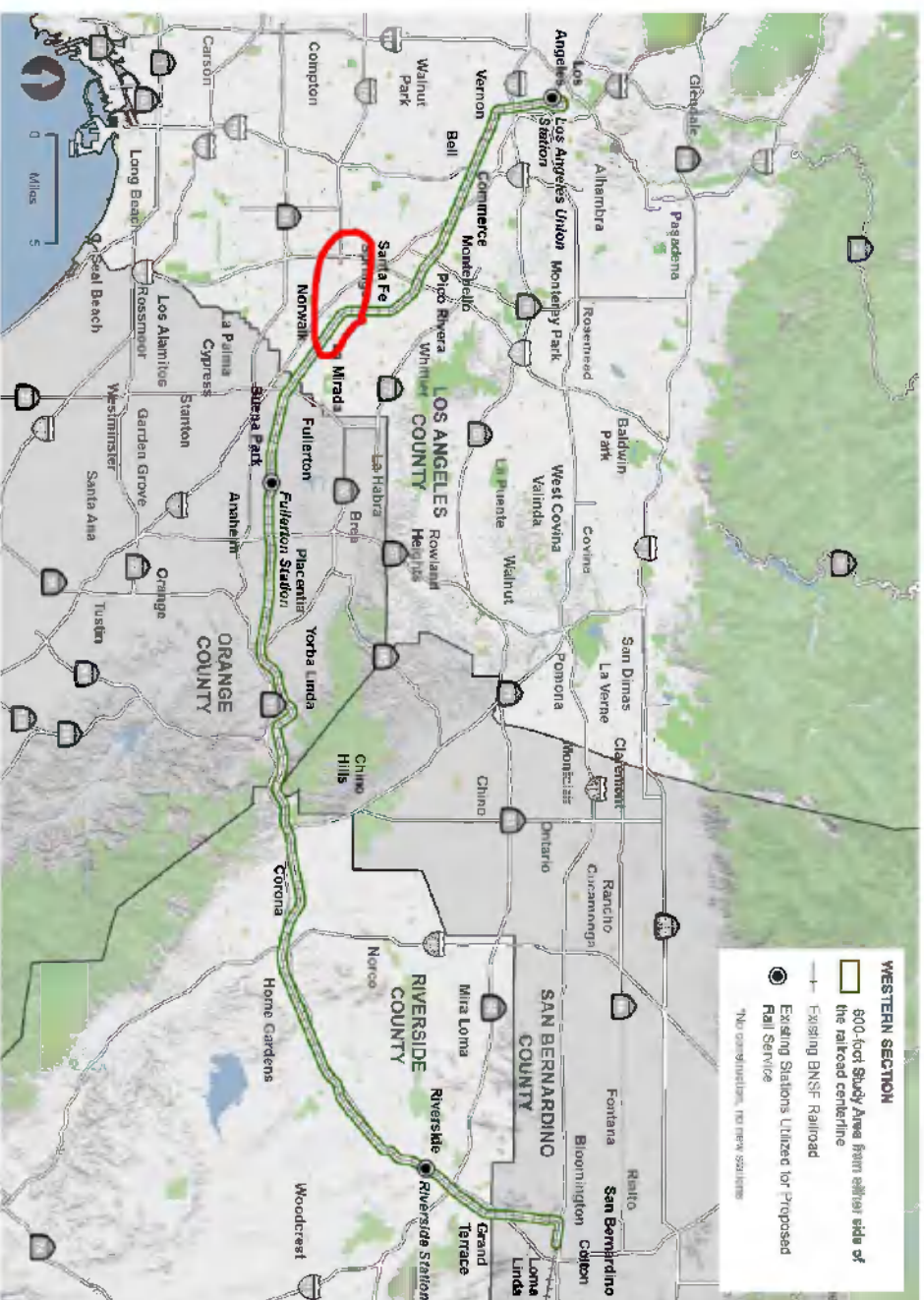
I-03-1

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 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-2021-0048-0007

Comment from Javier Navarro

Submitter Information

Name: Javier Navarro

General Comment

The way the San Geronimo 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-xf8q
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-2021-0048-0008

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
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Tracking No. kpm-xcbd-gjvp
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-2021-0048-0009

Comment from Raymond Gregory

Submitter Information

Name: Raymond Gregory

General Comment

The Coachella Valley and San Geronimo 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

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 07, 2021
Status: Posted
Posted: June 08, 2021
Category: Public Comment(s)
Tracking No. kpn-0ojo-afbg
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-2021-0048-0010

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 region's 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



PUBLIC SUBMISSION

As of: July 07, 2021
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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 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-2021-0048-0013

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-akzy-m2fg
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-2021-0048-0014

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
Received: June 17, 2021
Status: Posted
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 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-2021-0048-0015

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
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Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq2-1o7t-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

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 18, 2021
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq2-mw5z-jckf
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-2021-0048-0017

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

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 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-2021-0048-0018

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
Status: Posted
Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq5-ravz-y9br
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-2021-0048-0019

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-xbca
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 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-2021-0048-0022

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~~ 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.

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.

Farther, 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.

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-18-1

I-18-2

I-18-3

I-18-4

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
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Posted: June 24, 2021
Category: Decision / Response
Tracking No. kq8-guln-pait
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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 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-2021-0048-0024

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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Posted: June 24, 2021
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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

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-2021-0048-0026

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
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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 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-2021-0048-0027

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
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Posted: June 24, 2021
Category: Other
Tracking No. kq8-sfyp-9lkn
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.

} I-24-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Public Comment(s)
Tracking No. kq8-sgvp-fbqr
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
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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 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-2021-0048-0030

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

PUBLIC SUBMISSION

As of: July 07, 2021
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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 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-2021-0048-0031

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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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 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-2021-0048-0032

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

I-28-1

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Public Comment(s)
Tracking No. kq9-pr9g-n2qz
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-2021-0048-0033

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

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: June 24, 2021
Category: Supporting / Supplement Material(s)
Tracking No. kq9-qayv-2r0k
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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-2021-0048-0034

Comment from gloria leslie

Submitter Information

Name: gloria leslie

General Comment

I would like to see the Coachella Valley
San Geronimo 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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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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Category: Public Comment(s)
Tracking No. kqa-34wk-69vk
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-2021-0048-0036

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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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-2021-0048-0037

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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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 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-2021-0048-0038

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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Tracking No. kqb-tmc5-8t8a
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-2021-0048-0039

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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Tracking No. kqc-mddl-vw88
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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-2021-0048-0040

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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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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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 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-2021-0048-0043

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.

I-38-1

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-2021-0048-0044

Comment from Kevin JANASAK

Submitter Information

Name: Kevin JANASAK

General Comment

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

I-39-1

PUBLIC SUBMISSION

As of: July 07, 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-2021-0048-0045

Comment from Maribel Aguilar

Submitter Information

Name: Maribel Aguilar

General Comment

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

} I-40-1

PUBLIC SUBMISSION

As of: July 07, 2021
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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 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-2021-0048-0046

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

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Posted: June 28, 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-2021-0048-0047

Comment from Celeste Brackley

Submitter Information

Name: Celeste Brackley

General Comment

I am looking forward to seeing this Coachella Valley San Geronimo 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
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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 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-2021-0048-0050

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

PUBLIC SUBMISSION

As of: July 07, 2021
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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 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-2021-0048-0051

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-4gfv
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-2021-0048-0052

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
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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.

} I-47-1

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-ltic
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-2021-0048-0054

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 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-2021-0048-0055

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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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.

I-50-1

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-2021-0048-0057

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

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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-2021-0048-0058

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 I-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

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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-2021-0048-0059

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
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Category: Public Comment(s)
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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-2021-0048-0060

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

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Category: Public Comment(s)
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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-2021-0048-0061

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

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Category: Decision / Response
Tracking No. kqe-a5gv-6zyw
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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-2021-0048-0062

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

PUBLIC SUBMISSION

As of: July 07, 2021 Received: June 26, 2021 Status: Posted Posted: June 28, 2021 Category: Supporting / Supplement Material(s) Tracking No. kgs-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

PUBLIC SUBMISSION

As of: July 07, 2021
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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-2021-0048-0065

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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Category: Decision / Response
Tracking No. kqf-ngfj-top7
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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-2021-0048-0067

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

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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-2021-0048-0069
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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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-2021-0048-0070

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
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Category: Public Comment(s)
Tracking No. kqc-hq1h-7buf
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-2021-0048-0071

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
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Tracking No. kqc-hq7a-bt83
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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-2021-0048-0072

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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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-2021-0048-0073

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

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-2021-0048-0074
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

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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-2021-0048-0075

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

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-2021-0048-0076

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

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-2021-0048-0077

Comment from Cathy O'Connell

Submitter Information

Name: Cathy 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

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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-2021-0048-0078
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

PUBLIC SUBMISSION

As of: July 07, 2021
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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-2021-0048-0079

Comment from Deborah Kennedy-Comouche

Submitter Information

Name: Deborah Kennedy-Comouche

General Comment

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

} I-70-1

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-2021-0048-0080

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

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

I-71-1

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-2021-0048-0081

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

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-2021-0048-0082

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

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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-2021-0048-0083

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.com 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.

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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-2021-0048-0084
Comment from Niraj Rai

Submitter Information

Name: Niraj Rai

General Comment

It would be good for the valley

} I-75-1

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-2021-0048-0085

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

PUBLIC SUBMISSION

As of: July 07, 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-2021-0048-0086

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

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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-2021-0048-0087

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 Amtrak 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

PUBLIC SUBMISSION

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Category: Public Comment(s)
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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

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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-2021-0048-0089

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

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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-2021-0048-0091

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 Buttigieg is offering. This is the best chance ever to make it happen.

I-81-1

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-2021-0048-0092
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

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-2021-0048-0093

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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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-2021-0048-0094

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

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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-2021-0048-0095

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

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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-2021-0048-0096

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.

I-86-1

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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-2021-0048-0097

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

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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-2021-0048-0098

Comment from reggie lee

Submitter Information

Name: reggie lee

General Comment

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

I-88-1

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-2021-0048-0099

Comment from Fernando Fregoso

Submitter Information

Name: Fernando Fregoso

General Comment

Yes!!!

} I-89-1

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-2021-0048-0100

Comment from Fernando Fregoso

Submitter Information

Name: Fernando Fregoso

General Comment

Yes!!!

} I-90-1

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-2021-0048-0101

Comment from Anonymous

Submitter Information

Name: Anonymous Anonymous

General Comment

I am in support of the CV San Geronimo 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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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

} I-92-1

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-2021-0048-0103

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

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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-2021-0048-0104

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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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-2021-0048-0106

Comment from Joanne Ohanesian

Submitter Information

Name: Joanne Ohanesian

General Comment

Having AMTRAK service the Coachella Valley would be Fantastic !

} I-95-1

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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-2021-0048-0107
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.

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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-2021-0048-0109

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 Geronimo 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

I-97-1

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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-2021-0048-0110

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

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 did on the new Metrolink Arrow rail line.

Thank you,
Tandy Hill
Redlands, CA

I-98-1
cont.

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-2021-0048-0111

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

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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-2021-0048-0112

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

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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-2021-0048-0113

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

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-2021-0048-0114

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

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-2021-0048-0115

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,

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

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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-2021-0048-0116
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 further away to have hospitality jobs, and it will bring further tourism to our valley.

I-104-1

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-2021-0048-0117
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

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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-2021-0048-0118

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

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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-2021-0048-0119

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

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-2021-0048-0120

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
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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-2021-0048-0121
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!

} I-109-1

PUBLIC SUBMISSION

As of: July 07, 2021
Received: June 29, 2021
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Tracking No. kqh-n35y-dbk8
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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-2021-0048-0122
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

PUBLIC SUBMISSION

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Category: Other
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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-2021-0048-0123

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

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-2021-0048-0124

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

PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Application / Petition
Tracking No. kqm-rjqz-zmr9
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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-2021-0048-0125

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 Geronimo Pass Rail Corridor Service Program.

I-113-1

PUBLIC SUBMISSION

As of: July 07, 2021
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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

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 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-2021-0048-0128

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

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-2021-0048-0129
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

PUBLIC SUBMISSION

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Category: Public Comment(s)
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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-2021-0048-0130

Comment from Keith Coleman

Submitter Information

Name: Keith Coleman

General Comment

Rail service to the Coachella Valley is long overdue!

} I-117-1

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 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

PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-45u1-8of8
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-2021-0048-0132

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