

## PUBLIC SUBMISSION

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

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

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

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

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### Submitter Information

**Name:** Dex Graham

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### General Comment

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

} I-120-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqn-9zf6-lb45
Comments Due: July 06, 2021
Submission Type: Web

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

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

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

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### Submitter Information

**Name:** Barbara Shore

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### General Comment

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

I-121-1



## PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqo-fxg7-0xsp
Comments Due: July 06, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0135  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

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

I-122-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqo-mrfn-28d5
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0136  
Comment from Lise Webb

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### Submitter Information

**Name:** Lise Webb

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### General Comment

Rail service between the Coachella Valley and Los Angeles would have a huge environmental and societal impact on California. Trains are amazing, quiet, clean, and convenient. Please put in rail service!

} I-123-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 04, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-84je-bedo
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0137  
Comment from Donna Salazar

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### Submitter Information

**Name:** Donna Salazar

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### General Comment

I have reviewed the proposal for Amtrak passenger service between Coachella and Los Angeles and am in support. It would be a safer and more convenient way for us to travel to LA and would be better for the environment.

} I-124-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-a6ke-5hpp
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0138  
Comment from Keith R Bevan

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### Submitter Information

**Name:** Keith R Bevan

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### General Comment

I support implementing rail arrive between Los Angeles and the Coachella Valley. Implementation of such service will diminish traffic between LA and The Valley and reduce the number of increased vehicles from tourism in the valley. The valley is a small community and does not have the funds to support the infrastructure needed to support the throngs of LA tourists who visit the Valley on weekends, and then leave. Reducing traffic reduces the harm to the environment and the strain on the Valleys fragile infrastructure.

I-125-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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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-2021-0048-0139  
Comment from Sean D Treguboff

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### Submitter Information

**Name:** Sean D Treguboff

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### General Comment

I completely support having Amtrak come to the Coachella Valley. I think it would be great for the businesses tourism and better travel back to Los Angeles

} I-126-1



## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
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Submission Type: Web

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

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

**Document:** FRA-2021-0048-0140  
Comment from Steve Arendt

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### Submitter Information

**Name:** Steve Arendt

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### General Comment

Rail service will be a game changer for the Coachella Valley -both local residents and visitors

} I-127-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqp-c5r9-6wgk
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0141  
Comment from Jo Lage

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### Submitter Information

**Name:** Jo Lage

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### General Comment

As a senior citizen, I support the Amtrak to Coachella Valley Amtrak line. There are very few options for seniors to reach the coast besides driving which is difficult after a certain age. Please bring the Amtrak to the valley.

} I-128-1

## PUBLIC SUBMISSION

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Submission Type: Web

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

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

**Document:** FRA-2021-0048-0142  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

I am for bringing Amtrak to the Coachella Valley. Our several trips to Los Angeles every year would save energy and climate change by taking cars off the road.

} I-129-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Category: Other
Tracking No. kqp-cjf3-jmk6
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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-2021-0048-0143  
Comment from Charles Willis

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### Submitter Information

**Name:** Charles Willis

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### General Comment

Please bring Amtrak service to the Coachella Valley! It would take many cars off the road and it's a more enjoyable way to travel, a boon to citizens throughout the SoCal region.

} I-130-1

**Comment Letter I-131**

**PUBLIC SUBMISSION**

As of: July 07, 2021
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Tracking No. kqp-cz7h-1k5f
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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-2021-0048-0144  
Comment from Carlos Vidal

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**Submitter Information**

**Name:** Carlos Vidal

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**General Comment**

Coachella valley needs an alternative mode of transportation. Bring the Amtrak

} I-131-1



**Comment Letter I-132**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 04, 2021
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Tracking No. kqp-d983-djbb
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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-2021-0048-0145  
Comment from Anonymous

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**Submitter Information**

**Name:** Anonymous Anonymous

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**General Comment**

I believe that a very large number of my fellow Coachella residents, and I, would welcome a proper Amtrak service to our Valley. There are many times I have decided not to go to Los Angeles because of the hideous traffic both ways. As the Valley grows the need for an efficient rail service also grows. We rake enough havoc with the environment as it is with our current life styles, let's make an effort to better that environment while we still have the opportunity. Amtrak service for Coachella Valley would be more of a service to the environment than a multi billion fast track train between Fresno and wherever.

I-132-1

## PUBLIC SUBMISSION

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

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

**Document:** FRA-2021-0048-0146  
Comment from Doug Greenman

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### Submitter Information

**Name:** Doug Greenman

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### General Comment

We need Amtrak in the Coachella valley. I strongly support adding a stop in Palm Springs or Palm Desert. A route from Orange County would be ideal.

} I-133-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Docket: FRA-2021-0048  
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

Document: FRA-2021-0048-0147  
Comment from Lyle Brennan

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### Submitter Information

Name: Lyle Brennan

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### General Comment

It's highly needed to have other travel options into Los Angeles

} I-134-1

## PUBLIC SUBMISSION

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Category: Other
Tracking No. kqp-e78x-gbtc
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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-2021-0048-0148  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

Open to Amtrak in Coachella Valley

} I-135-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0149  
Comment from Jeffrey Bagley

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### Submitter Information

**Name:** Jeffrey Bagley

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### General Comment

I would like regular Amtrak service between Los Angeles and the Coachella Valley. Certainly weekend service is a must. Thank you.

} I-136-1



## PUBLIC SUBMISSION

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Tracking No. kqp-ej3c-46kg
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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-2021-0048-0150  
Comment from Anonymous

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### Submitter Information

Name: Anonymous Anonymous

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### General Comment

Looking very forward to the Amtrak coming to Coachella Valley. I support the efforts in bringing this to fruition.

} I-137-1

**Comment Letter I-138**

**PUBLIC SUBMISSION**

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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-2021-0048-0151  
Comment from Arlene Gotshalk

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**Submitter Information**

**Name:** Arlene Gotshalk

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**General Comment**

See attached file(s)

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**Attachments**

I support Coachella Valley San Geronimo Pass Rail Project

} I-138-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0152  
Comment from Angie Gerber

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### Submitter Information

**Name:** Angie Gerber

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### General Comment

An Amtrak from the Los Angeles area to the Coachella Valley would be a great benefit. It would reduce highway congestion, pollution and a convenience for residents and visitors.

} I-139-1

## PUBLIC SUBMISSION

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

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

**Document:** FRA-2021-0048-0153  
Comment from jason goff

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### Submitter Information

**Name:** jason goff

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### General Comment

Bring Amtrak back to Coachella Valley.

} I-140-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0154  
Comment from Anita Diaz

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### Submitter Information

**Name:** Anita Diaz

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### General Comment

It would be greatly appreciated if there was train service from Los Angeles to the Coachella Valley area of California. With less congestion on the highway, travel to Coachella Valley would be faster and help with energy conservation. Thank you for your attention.

} I-141-1



## PUBLIC SUBMISSION

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Tracking No. kqp-g0tr-2101
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0155  
Comment from Anonymous

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### Submitter Information

Name: Anonymous Anonymous

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### General Comment

We need Amtrak to the Coachella Valley. It could alleviate a lot of traffic and give me another way to get into LA without driving.

} I-142-1

## PUBLIC SUBMISSION

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

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

**Document:** FRA-2021-0048-0156  
Comment from Earle Wolfe

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### Submitter Information

**Name:** Earle Wolfe

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### General Comment

We need this service

} I-143-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0157  
Comment from Cinthia Klinger

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### Submitter Information

**Name:** Cinthia Klinger

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### General Comment

We need this service for many reasons.  
The environment is at a critical stage and emissions must be reduced. Bumper to bumper traffic on 10 is not a sustainable option.

} I-144-1

**Comment Letter I-145**

**PUBLIC SUBMISSION**

As of: July 07, 2021
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Tracking No. kcp-gsil-in0o
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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-2021-0048-0158  
Comment from Sandra Sternberg

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**Submitter Information**

**Name:** Sandra Sternberg

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**General Comment**

I totally support bringing more rail service to S CA, particularly between the LA area & the Coachella Valley.

} I-145-1

## **PUBLIC SUBMISSION**

As of: July 07, 2021
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Tracking No. kqp-idjx-ryxj
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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-2021-0048-0159  
Comment from Trish Webb

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### **Submitter Information**

**Name:** Trish Webb

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### **General Comment**

In support of Amtrak to the Coachella Valley

} I-146-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Tracking No. kqp-jn65-e18v
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**Docket:** FRA-2021-0048  
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0160  
Comment from Richard Lunstedt

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### Submitter Information

**Name:** Richard Lunstedt

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### General Comment

I support more Amtrak train's in the Coachella Valley. We need more transportation options in this area.

} I-147-1



## PUBLIC SUBMISSION

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Comments Due: July 06, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0161  
Comment from Linda Lechlitner

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### Submitter Information

**Name:** Linda Lechlitner

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### General Comment

Please bring AMTRAK to the Coachella Valley

} I-148-1

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### Attachments

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## PUBLIC SUBMISSION

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0162  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

Please bring Amtrak service to the Coachella valley and connect us to the outside world.

} I-149-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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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-2021-0048-0163  
Comment from Megan Goehring

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### Submitter Information

**Name:** Megan Goehring

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### General Comment

As a 26 year resident of the Coachella Valley, the proposal to provide regular rail service from our area to the coast is a thrill on many levels. I personally would use it regularly for recreation, especially to escape the beastly hot summer weather in the desert. The fear of being stuck in automobile traffic and contributing selfishly and needlessly to climate change are two reasons we don't currently travel there very often. Daily rail service would put these concerns to rest for me, and I would image for those on the coast seeking respite from a stubborn seasonal marine layer. As an organizer for a local event (Certified Farmers' Market) a more regular influx of tourist travelers would bolster many different industries. As to the route, extending the terminal station to Coachella makes the most sense. Why leave the Eastern side of the Valley out of rail services' benefits I'd it could be included?

I-150-1

**Comment Letter I-151**

**PUBLIC SUBMISSION**

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

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

**Document:** FRA-2021-0048-0164  
Comment from robert schneider

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**Submitter Information**

**Name:** robert schneider

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**General Comment**

Amtrak service to the coachella Valley is essential to the tourism industry and great for families with relatives in the greater LA area.

} I-151-1

## PUBLIC SUBMISSION

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

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

**Document:** FRA-2021-0048-0165  
Comment from John RYAN

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### Submitter Information

**Name:** John RYAN

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### General Comment

Extend Amtrak service to the Coachella valley

} I-152-1



## **PUBLIC SUBMISSION**

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0166  
Comment from Paul Ross

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### **Submitter Information**

**Name:** Paul Ross

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### **General Comment**

Bring Amtrak to the Coachella valley

} I-153-1

## PUBLIC SUBMISSION

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0167  
Comment from Richard Allegra

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### Submitter Information

**Name:** Richard Allegra

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### General Comment

Thank you for allowing Public Comment on the San Gorgonio Rail project. I am in support of Build Option 1 that extends to the City of Coachella. That city, with a significant Hispanic/Latino population, has invested in infrastructure to draw increasing economic development and civic engagement. A train from Coachella to Los Angeles will help connect citizens with increased economic, educational and cultural opportunities. As outlined in the proposed plans for rail, it will take some time to realize rail to Coachella Valley. I encourage Riverside County to consider offering express bus service from Riverside to Coachella Valley destinations in the meantime. RTA has a number of routes in Western Riverside County, but nothing coming to the Eastern part of the County. Sunline offers one limited line with very few stops that is helpful for some riders but doesn't serve Palm Springs and other cities here. An RTA route with several trips that serves Palm Springs downtown or PSP, Cathedral City and perhaps Rancho Mirage to Riverside Metrolink will augment the Sunline bus from Palm Desert. Thank you for taking these comments and considering this idea.

I-154-1

## PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0168  
Comment from James Wilkinson

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### Submitter Information

**Name:** James Wilkinson

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### General Comment

Bring AMTRAK to the Coachella valley

**Comment Letter I-156**

**PUBLIC  
SUBMISSION**

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Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0169  
Comment from Suze Datz

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**Submitter Information**

**Name:** Suze Datz

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**General Comment**

I have been wanting this for the 12 years I've lived out here. I don't drive anymore and there's no way to get to LA in a reasonable amount of time unless you have a car. Having a train service between Palm Springs and Los Angeles would be a lifesaver for me and many other people. And an extra added bonus is that it helps the environment not to have so many cars on the road. Thank you

} I-156-1

## PUBLIC SUBMISSION

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0170  
Comment from rick fears

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### Submitter Information

**Name:** rick fears

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### General Comment

This is America? Why in this great country do I have to sit in traffic jams on I-10 to get to Los Angeles? many other countries offer their citizens high speed rail between every major city while America offers literally no mass transportation alternative. Low speed rail is a rather poor alternative but it's better than none. Let's get with it and not delay this plan with wasteful studies and delays. Just build a high speed railway from Phoenix to Los Angeles over the I-10 freeway with a stop in Indio. A horse and buggy is faster than Amtrak but if that's the best you can do, so be it.

I-157-1



## 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-2021-0048-0171  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

Rail Service from LA to PS would be ideal- there also needs to be planning for how to get folks from station to locales / end destination in the Coachella Valley, Ubers/Lyfts are not always ideal and parking structures and other services need to be implemented to make this a fully functional concept- also an express train 2x a day in each direction with stops in Union Station, Riverside & PS needs to be planned -if its going to take longer than a car ride people will not ride

I-158-1



## PUBLIC SUBMISSION

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0172  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

Can someone explain why so much time has to be spent on environmental impact issues when the plan is to use the existing rail line? If station stops are potentially added why do they require so much time to study? For Coachella valley residents having this sooner rather than later would be helpful. Also is there anyway to have this project expedited? It seems this is so far in the future that with probable delays it will end up another train to nowhere!

I-159-1

## PUBLIC SUBMISSION

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

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

**Document:** FRA-2021-0048-0173  
Comment from Tamar Cohen

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### Submitter Information

**Name:** Tamar Cohen

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### General Comment

We would love to see a rail service connecting the Coachella Valley to the LA area. We have a home in Cathedral city and would greatly benefit if we did not have to drive to Los Angeles by car.

} I-160-1

## PUBLIC SUBMISSION

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0174  
Comment from Tamar Cohen

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### Submitter Information

**Name:** Tamar Cohen

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### General Comment

We would love to see a rail service connecting the Coachella Valley to the LA area. We have a home in Cathedral city and would greatly benefit if we did not have to drive to Los Angeles by car.

I-161-1

## PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0175  
Comment from Taya Gray

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### Submitter Information

**Name:** Taya Gray

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### General Comment

Rail service by Amtrak to the Coachella valley would be a step in the right direction to help reduce carbon emissions by making mass transit an alternative option to gas powered vehicles. Rail travel also helps elevate traffic gridlock that is sure to increase as the valley continues to grow.

I-162-1

## PUBLIC SUBMISSION

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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-2021-0048-0176  
Comment from Gene Brake

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### Submitter Information

**Name:** Gene Brake

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### General Comment

Please build this rail connection from the Coachella Valley and Los Angeles. The 10 through this area is a choke point to progress and we must come up with an alternative, rail makes sense.

I-163-1

## PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0177  
Comment from Ann Arnold

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### Submitter Information

**Name:** Ann Arnold

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### General Comment

If environmental impact, wildlife safety and other keep points are addressed and resolved, I am all for the railway project. It's long over due and will be a welcomed addition to the corridor!

} I-164-1



## PUBLIC SUBMISSION

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Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0178  
Comment from Colin Sowa

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### Submitter Information

**Name:** Colin Sowa

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### General Comment

This rail service will be a wonderful addition to our transportation choices in and out of Palm Springs. Currently, all we have is I-10. I, and many others, would relish a rail service to the Los Angeles area. With growing congestion on I-10, and tourism on the rise, I think this will be very popular.

} I-165-1

## PUBLIC SUBMISSION

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

**Document:** FRA-2021-0048-0179  
Comment from Ellen Greene

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### Submitter Information

**Name:** Ellen Greene

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### General Comment

Support Amtrak corridor service from LA to Indio

} I-166-1

## PUBLIC SUBMISSION

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Coachella Valley San Geronio Pass Rail Corridor Service Program

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

Document: FRA-2021-0048-0180  
Comment from Patty Lasky

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### Submitter Information

Name: Patty Lasky

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### General Comment

Yes, bring the train from LA to the desert.

} I-167-1

## Comment Letter I-168

# 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-2021-0048-0181  
Comment from Eric Reese

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### Submitter Information

**Name:** Eric Reese

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### General Comment

See attached documents for detailed public comment.

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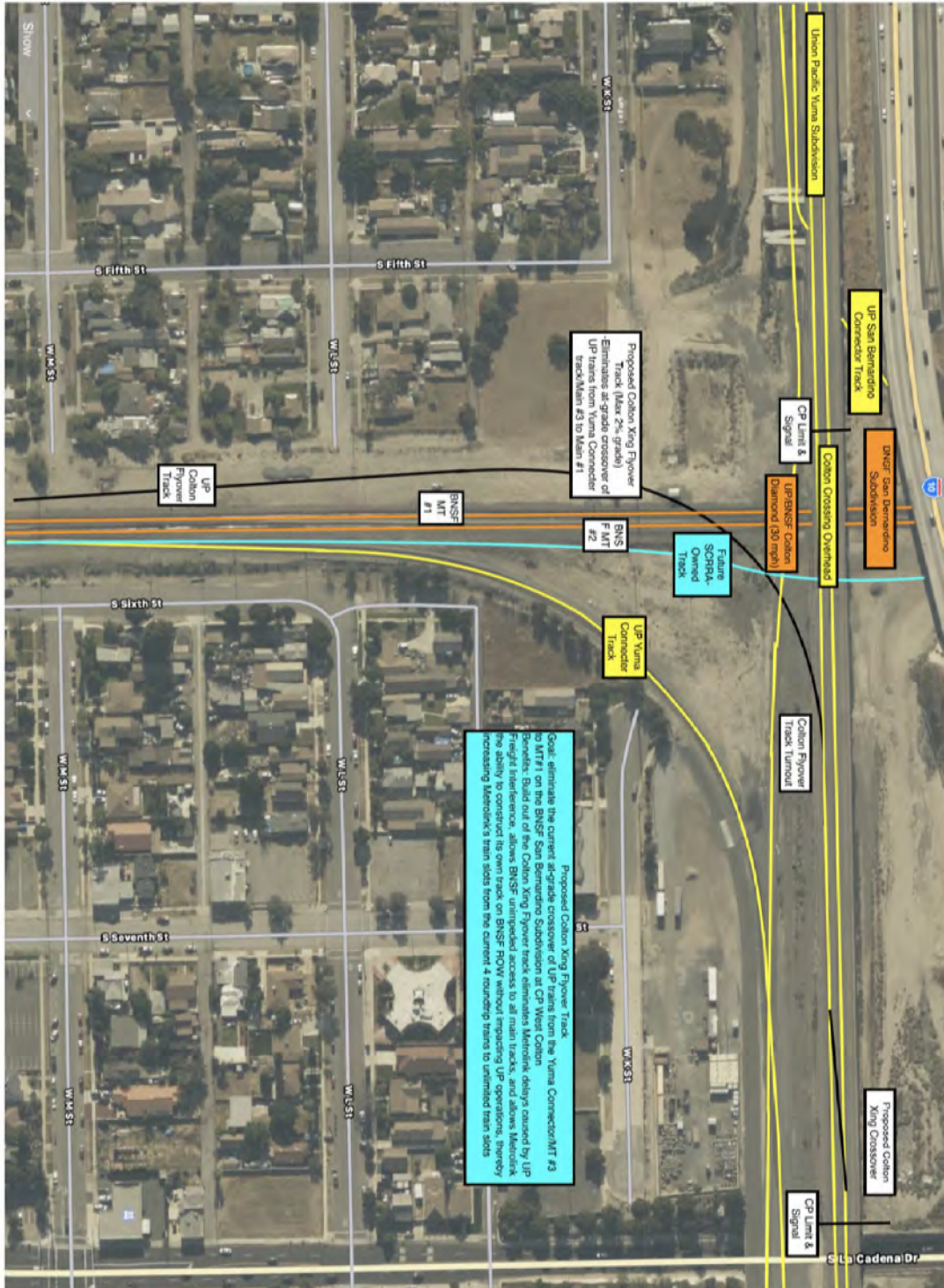
### Attachments

Colton Xing Flyover

Coachella Valley Passenger Rail EIS-EIR Document Public Comment



Comment Letter I-168, cont



## Comment Letter I-168, cont

### Coachella Valley Passenger Rail EIS/EIR Document Public Comment

Hello everyone,

I want to first thank RCTC, FRA, and other stakeholders for completing the first step in a project that will not only benefit the Coachella Valley but also transform it. I am excited to see that the third track proposal has not only been analyzed but has been deemed feasible. Regardless of whether the train ends in Coachella or Indio, I strongly believe that a complete third track with sidings from Colton to the end boundary of the project is crucial not only for the success of the train service but for also future service growth. As is mentioned in the document, the agreements needed from the freight railroads (BNSF/Union Pacific) to start design studies and to ultimately start train service will continue to be the number one issue that must be tackled to unlock the full potential of the train corridor. Without a complete third track and sidings, Coachella Valley train service would still be subject to potential freight train interference, would still require Union Pacific negotiations to expand service in the future, and would limit the number of Coachella Valley train slots, similar to the Metrolink Riverside Line.

I-168-1

I-168-2

While this document is just an initial assessment of the environmental impacts of the train service, I listed some suggestions and comments below that would help realize the full benefits and potential of the train service, as well as ideas that could be studied in the Tier 2 EIS/EIR.

1. In terms of the third track proposal I would highly recommend that RCTC partner with the state and federal government in studying the possibility of the acquiring the undeveloped southern portion of the Union Pacific Yuma Subdivision from Colton Crossing/BNSF Junction to the end project boundary. This acquisition would make it possible to build the third track with sidings within the existing right of way that RCTC would be able to control and maintain. This would mean that RCTC not Union Pacific would have the control to design the track and signal equipment to its own specifications, as well as the ability to maintain and dispatch the third track. The benefits of this acquisition include the following: ability to construct the third track in a straighter alignment with faster train speeds and reduced travel times, complete dispatch control of the third track allows RCTC the ability to guarantee on time train performance without the impediment of Union Pacific freight traffic, allows the project to be built on a cheaper and more efficient time scale as RCTC has greater control of design and construction costs, allows RCTC the ability to obtain more favorable insurance coverage through lower assumption of risks (if RCTC didn't own the third track they would have to negotiate insurance coverage that would be more favorable to Union Pacific but result in more insurance risk to RCTC, LOSSAN, and Amtrak), and most importantly would allow RCTC the ability to increase future train service levels without having to negotiate with Union Pacific. As a commenter mentioned in their testimony, if you are willing to invest the money to build a third track, please don't let yourself be limited to just two roundtrip train slots and please don't put yourself in a situation where any future service increase rests in Union Pacific's hands. Because Amtrak would be providing the train service, RCTC has the golden opportunity to utilize Amtrak's eminent domain right to acquire the undeveloped southern portion of the right of way at fair market value, as determined by the STB. This would fit in with the eminent domain

I-168-3

I-168-4

I-168-5



## Comment Letter I-168, cont

principles that the proposed project is in the public's best interest (serves as a backup to the I-10 and thus is a lifeline corridor, fits in with Amtrak's Connect Us Program/future expansion to Phoenix, and reduces freeway traffic and reduces greenhouse gases by shifting commuters from cars to trains), provides fair and just compensation (fair market value given to Union Pacific as well as the opportunity to sell some freight slots to Union Pacific), and results in the least private injury to the owner of the property (Union Pacific would still control and own its two main tracks. Acquisition doesn't affect current or future freight service).

I-168-5  
cont.

2. Regarding the corridor between Colton and Riverside Downtown, I would highly suggest that RCTC investigate constructing a third track on the BNSF San Bernardino Subdivision from Riverside Downtown to the Colton Crossing as well as construct a flyover track at the Colton Crossing (see attached picture). The construction of a third track from Riverside to Colton Crossing would allow RCTC the ability to control dispatching of trains on the third track from Riverside to Colton. This is crucial because the existing corridor from Riverside-Highgrove to Colton contains two tracks which limits train movements between these two points. With these existing two main tracks, capacity is further reduced when Union Pacific freight trains use this section when traveling from the Yuma Subdivision to the Los Angeles Subdivision/Riverside Line. When Union Pacific trains travel from one subdivision to the other they conduct a crossover movement from the eastern track/main track 2 to the western track/main track 1 near the Colton Crossing as well as occupy main track 1, thus resulting in a single-track operation. The remaining track must be shared with BNSF and Metrolink trains, thus limiting train slots. Constructing a third track and a Colton Crossing flyover would allow RCTC to increase future train slots from the current 2 slots mentioned in the document to infinite slots, subject to the track capacity and infrastructure. While the document assumes no infrastructure improvements would be needed for this segment, I would encourage RCTC to investigate the third track and flyover as these would alleviate any concerns BNSF and Union Pacific might have of the project while allowing RCTC the ability to expand future train service as demand warrants. With the third track and flyover having benefits not only to RCTC but to BNSF, Union Pacific, and Metrolink I would encourage RCTC to pursue a cost sharing agreement with these three railroads for the flyover track as the flyover track eliminates the need for Union Pacific crossover movements, frees up space on the "Yuma Connector Track" that RCTC can use for Coachella Valley trains (see attachment), and increases train capacity and train slots that BNSF, Union Pacific, and Metrolink could use in the future. I would also encourage RCTC to partner with Metrolink in a cost sharing agreement for the third track as the third track would allow for the ability to increase Metrolink service on the IE-OC Line to San Bernardino and increase Metrolink service on the 91-Perris Valley Line to South Perris. Because RCTC is a member agency of Metrolink, RCTC would be able to take advantage Metrolink's design and operation standards for track, signal, and PTC equipment, as well as take advantage of Metrolink's dispatching and maintenance services. Adding the third track would allow for increased Metrolink service, increased Coachella Valley train service, and guaranteed on time train performance for passenger and commuter trains by eliminating freight train interference between Riverside and Colton.

I-168-6

I-168-7

I-168-8

I-168-9

## Comment Letter I-168, cont

3. Overall, the two main suggestions would not only help increase on time train performance and increase train slots for future service growth but would also help alleviate some of the concerns that other commenters and stakeholders have mentioned in their testimonies.

-In one testimony a commenter mentioned the concern that adding the third track would allow Union Pacific to increase freight service resulting in train delays at grade crossings. If RCTC were to own its own dedicated passenger track, the concern of increased freight traffic would be alleviated. If RCTC owned its own dedicated track, it would be able to control the level and type of traffic that uses the dedicated track. Because the dedicated track would be built and is not an existing track Union Pacific uses, Union Pacific would not have any existing rights to use this track and would not have any existing freight train slots on this track, other than what RCTC and Union Pacific would mutually agree to. This would allow RCTC greater control of who has access to the track as any non RCTC service would need to be negotiated with RCTC.

I-168-10

-In a RCTC Commission Meeting, a commissioner expressed the concern that a third track could result in increased train traffic and could result in traffic delays at Cabazon's grade crossings with potential risks to first responder response times. If RCTC were to own its own dedicated passenger track, this concern would be alleviated as having a dedicated track allows RCTC the ability to control the design and construction process. In the design process RCTC would have the greater control and input to study grade separated crossings for crossings with high traffic levels and/or crossings where first responder movement must not be delayed. This would ensure that any Coachella Valley train impacts to grade crossing traffic and first responder response times would be mitigated to the fullest extent possible.

I-168-11

-In a third testimony, a commenter mentioned the concern that a third track could cause increased train noise and vibration levels. If RCTC owned its own track, these concerns would be alleviated. If RCTC owned its own track, RCTC would have greater control and input in the design and construction of treatments (sound walls, modified grade crossing warning equipment, etc.) that would help reduce any train noise and vibration. Another benefit of owning its own track is that RCTC can coordinate with Union Pacific to construct quiet zones where trains are not required to sound their horns at grade crossings. RCTC would have greater control and input in the design, construction, and maintenance of the grade crossing equipment and treatments needed to make a grade crossing eligible for a quiet zone designation. If RCTC were to construct and own its own track, RCTC would be able to coordinate with Union Pacific in becoming the "primary railroad" in charge of posting Emergency Notification Signs (ENS) at all RCTC/Union Pacific shared crossings. This designation, under FRA rules, allows motorists and pedestrians the ability to call a dedicated crossing hotline that RCTC would have control of, instead of calling a Union Pacific number and having to go through several steps to report a crossing issue. This would allow for faster dispatching of RCTC, and Union Pacific provided technicians to grade crossings to allow for faster remediation of any grade crossing malfunctions or hazards. This would decrease any traffic delays caused by malfunctioning crossing equipment, would reduce train horn noise, and would reduce traffic delays caused by trains having to stop and flag the crossing. Owning and constructing a dedicated track would also allow RCTC the ability to police the track and the ability to clean up any trash or debris on or near the track, thereby reducing trespasser-train strikes and alleviating any community concerns over blighted conditions. If RCTC didn't own its own track, it would be reliant on Union Pacific to police the right of way and to remove any trash or debris

I-168-12

-168-13

## Comment Letter I-168, cont

on the third track right of way. This would lead to prolonged delays in cleaning up and addressing right of way issues, as seen, and heard in the City of Los Angeles and the City of San Jose's responses to Union Pacific's right of ways.

I-168-13  
cont.

In conclusion, I would highly encourage RCTC to partner with the state and federal governments in acquiring the undeveloped portion of the Union Pacific right of way for use in constructing the third track, as well as partner with Metrolink and BNSF/Union Pacific for the construction of the Riverside-Colton third track and the Colton Crossing flyover track. As was mentioned earlier in this comment, there are numerous benefits to RCTC for owning its own track. With this EIS/EIR document RCTC has a golden opportunity to not only implement the 2 roundtrip Coachella Valley train slots but the ability to expand those slots to infinite slots right out of the construction gate. As other commenters have mentioned in their testimonies, this service will not only be successful but could also become a regional rail service with multiple slots a day. With all the accolades from residents, stakeholders, and RCTC commissioners please don't let yourself be limited to just only 2 roundtrip slots a day and having to rely on Union Pacific for access. By investing in additional capital and additional funding you can revolutionize the commutes for all Coachella Valley residents and travelers. Thank you for your time and hopeful consideration.

I-168-14

Sincerely,  
Eric Reese

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

Document: FRA-2021-0048-0182  
Comment from Anonymous

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### Submitter Information

Name: Anonymous Anonymous

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### General Comment

Sounds like a great idea, the US needs more train travel! I've always thought backpacking through Europe was so great due to the availability trains I would live to see that here but it also needs to be affordable.

} I-169-1



**Comment Letter I-170**

**PUBLIC SUBMISSION**

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

**Document:** FRA-2021-0048-0183  
Comment from Mary Hawkins

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**Submitter Information**

**Name:** Mary Hawkins

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**General Comment**

Oh my gosh! Cut through the bureaucracy and just do it already!! This was needed 20 years ago and would be such a welcome addition to our valley. Plus, it could alleviate some of the congestion on the I-10.

} I-170-1

## PUBLIC SUBMISSION

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

**Document:** FRA-2021-0048-0184  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

Getting cars off the roads and offering transportation to those who don't have cars just makes good sense. Simple as that

} I-171-1



**Comment Letter I-172**

**PUBLIC SUBMISSION**

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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-2021-0048-0185  
Comment from M Ell

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**Submitter Information**

**Name:** M Ell

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**General Comment**

This would be a wonderful addition. Please continue to move forward!

} I-172-1

**Comment Letter I-173**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqs-7s4h-urwsq
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-2021-0048-0186  
Comment from Scott Pryde

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**Submitter Information**

**Name:** Scott Pryde

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**General Comment**

I support rail service between Los Angeles and The Coachella Valley. As a resident of Palm Springs that has to go into Los Angeles frequently for work it would be an great option to avoid the excessive traffic between both areas.

} I-173-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 02, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqm-wo3e-ailg
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-2021-0048-0187  
Comment from Lauren Wolfer

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### Submitter Information

Name: Lauren Wolfer

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### General Comment

Rail service connecting the Coachella Valley to the LA area would bring tremendous benefit to our region for generations to come, and is long overdue. Also, it's critical that the eastern most station be located in the city of Coachella. Coachella is a vital part of the cultural and historical fabric of the Coachella Valley, and failing to provide direct access to rail service there be a deeply regrettable oversight. Coachella has much to offer visitors and having its own station would benefit everyone.

I-174-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqn-xktw-f83c
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0188  
Comment from James Fogarty

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### Submitter Information

**Name:** James Fogarty

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### General Comment

It would be great for the Coachella Valley economy, would reduce traffic between the two areas, and would keep more vacation money within the local economies. Also, reduces SMOG with reduced traffic and accidents.

} I-175-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqo-5s3e-wl7p
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0189  
Comment from Ann Greer

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### Submitter Information

Name: Ann Greer

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### General Comment

I am in strong support of Amtrak service between Los Angeles and The Coachella Valley.

} I-176-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 03, 2021
Status: Posted
Posted: July 06, 2021
Category: Decision / Response
Tracking No. kqo-cu8f-7ikp
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-2021-0048-0190  
Comment from Kathaleen Hart

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### Submitter Information

**Name:** Kathaleen Hart

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### General Comment

Given my review of the information available, I continue to support this program. In addition, I support option 1. ( <https://www.regulations.gov/document/FRA-2021-0048-0002> )

} I-177-1



**Comment Letter I-178**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Category: Public Comment(s)
Tracking No. kqq-ulj4-1ch3
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-2021-0048-0191  
Comment from Patricia Patterson

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**Submitter Information**

**Name:** Patricia Patterson

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**General Comment**

I support bringing Amtrak to Coachella valley

) I-178-1

## **PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 05, 2021
Status: Posted
Posted: July 06, 2021
Tracking No. kqq-v09m-ce47
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0192  
Comment from Bill Lehman

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### **Submitter Information**

**Name:** Bill Lehman

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### **General Comment**

I support Amtrak to the Coachella valley!

} I-179-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request for Comment(s)
Tracking No. kqs-bv5q-0ruz
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0193  
Comment from Jamie Avalos

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### Submitter Information

Name: Jamie Avalos

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### General Comment

This would be a great concept. Heard it would only run twice a day but would need to run more times throughout the day for those who commute daily in and out of the desert. Traffic is horrible on the 10 especially during holiday weekends and events in the Coachella Valley.

} I-180-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-cosm-type
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-2021-0048-0194  
Comment from Sandra Allen

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### Submitter Information

**Name:** Sandra Allen

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### General Comment

I would love to have rail service from Orange County to Indio. My OC family would use this service all the time to come out and visit! Also will help ease traffic for the music festivals

} I-181-1

**Comment Letter I-182**

**PUBLIC  
SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Supporting / Supplement Material(s)
Tracking No. kqs-cov7-h8tv
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-2021-0048-0195  
Comment from Hugh Wakeham

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**Submitter Information**

**Name:** Hugh Wakeham

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**General Comment**

I am strongly in favor of the new commuter rail service from LA Union Station to the Coachella Valley. Commuting between Palm Springs and Los Angeles has become completely unsustainable. The trip used to be one to one and a half hours but now it is a minimum of three hours. The impact on the economy is significant in terms of lost time stuck in traffic. The traffic jams are especially a major hindrance to transport trucks servicing the port of Los Angeles and other destinations. Commuter rail would take cars off the road and allow for more efficient movement of the trucks and other commercial vehicles. The impact on air pollution having all those vehicles on the roads is dangerous. People are concerned about the environment and want to see fewer cars on the roads. People want to visit other regions of California as tourists but are deterred by the congested roads and the stress associated with driving. The sooner the commuter rail service can begin, the better for the entire region.

I-182-1



## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-d24r-e6ow
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-2021-0048-0196  
Comment from Mitch Moldenhauer

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### Submitter Information

**Name:** Mitch Moldenhauer

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### General Comment

We just got back from the Bay Area where we used Caltrain Extensively. As a Planning Commissioner in Indio, I personally turned down several projects near the rail stop in anticipation of that area becoming a gateway to Indio as it was when the City began. It is long overdue and it is about time for us to get a turn ahead of the Bay Area, Sacramento, or LA Metro. I'm strongly in favor of moving forward.

I-183-1



## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-d2fk-u2ej
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-2021-0048-0197  
Comment from Oliver Cleary

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### Submitter Information

**Name:** Oliver Cleary

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### General Comment

The proposed Amtrack rail service to Coachella Valley/Palm Springs is interesting but, unlike previous estimate of one and a half hours, or, two and half hours, three and half hours makes it totally impracticable but, for the retired folks who have nothing but time on their hands. Maybe they can combine it with a cruise and take off for August. but, for those who dream of a feasible rail link to LAX, this ain't it. I'll continue to drive to San Bernardino's Metrolink as will most people looking for alternate forms of transportation to the 10 freeway. Seems like a high cost for a few people. Never has so mush been planned to be spent for so few by so many.

I-184-1

**Comment Letter I-185**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-ent1-nvne
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0198  
Comment from D D

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**Submitter Information**

**Name:** D D

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**General Comment**

It is a nice idea and it could help a lot of people get to and from places faster. But I think it will also bring a lot more crime to our desert valley.

} I-185-1

## Comment Letter I-186

# PUBLIC SUBMISSION

<b>As of:</b> July 07, 2021
<b>Received:</b> July 06, 2021
<b>Status:</b> Posted
<b>Posted:</b> July 07, 2021
<b>Category:</b> Public Comment(s)
<b>Tracking No.:</b> kqs-fgbv-5es0
<b>Comments Due:</b> July 06, 2021
<b>Submission Type:</b> 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-2021-0048-0199  
Comment from Charlotte Duplay

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### Submitter Information

**Name:** Charlotte Duplay

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### General Comment

A rail service between Los Angeles and the Coachella Valley is essential. I fully support the project. I am a Palm Springs resident. With this service I will travel to LA much more frequently and easily, allowing me to visit friends and family, visit cultural institutions and events, and visit sites in LA, which I don't often do due to the congested freeways. I am originally from a place that has a very robust rail network. It greatly improves the quality of life of the area. Villages and towns along the rail lines enjoy increased property values due to the popularity of this vital infrastructure.

I-186-1

One aspect of the proposal that should be reviewed is the travel time between Coachella and Los Angeles. Three and a quarter hours is a long journey. The train should allow Coachella Valley residents to take day trips to LA (and vice versa). This could be achieved by having a faster train, express services that don't stop at every station, or changing the route so instead of detouring down to Orange County, continuing the line along the 10 freeway and taking a more direct route to Central Station.

I-186-2

The timetable should also be adjusted to leave earlier in the morning. This would have the passenger arriving at the ultimate destination earlier in the day to allow for a full day. For

I-186-3

**Comment Letter I-186, cont.**

example, a westbound train could depart Coachella at 8AM to arrive in L.A at 11:15AM (instead of 9:25, arriving at 12:40PM).

Other than the speed of the train and the proposed schedule, I fully support the project and anticipate being a frequent traveler.

I-186-3,  
cont.

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-fgql-3pft
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-2021-0048-0200  
Comment from Daniel Stiel

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### Submitter Information

**Name:** Daniel Stiel

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### General Comment

I support the Coachella Valley San Geronio Pass Rail Corridor. It's a project that will provide significant economic benefits to the communities impacted while providing sustainable alternatives to increasingly congested roadways. The sooner the better!

I-187-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-fm6p-llxe
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0201  
Comment from Shawn Pasqualini

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### Submitter Information

**Name:** Shawn Pasqualini

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### General Comment

This would be a terrible waste of money, just like the billions of dollars wasted on the state's "super train." Taxpayers' should really be directed towards the improvement of municipal water.

} I-188-1



**Comment Letter I-189**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request for Comment(s)
Tracking No. kqs-fox0-5bqw
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-2021-0048-0202  
Comment from Anonymous

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**Submitter Information**

**Name:** Anonymous Anonymous

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**General Comment**

Great idea!! Let's get it done!

} I-189-1

**Comment Letter I-190**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request for Comment(s)
Tracking No. kqs-fux3-encj
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0203  
Comment from Anonymous

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**Submitter Information**

**Name:** Anonymous Anonymous

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**General Comment**

Great idea!! Let's get it done!

} I-190-1

**Comment Letter I-191**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-g9pw-6h9z
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0204  
Comment from Taylor Lee

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**Submitter Information**

**Name:** Taylor Lee

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**General Comment**

I fully support this project. Maybe even a streetcar following Highway 111 in the future to connect all the valley cities.

} I-191-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Other
Tracking No. kqs-gg7g-8e3a
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0205  
Comment from Cecelia Garcia

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### Submitter Information

**Name:** Cecelia Garcia

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### General Comment

I think it is a wonderful and needed plan both for the people and the planet. Myself I use public transportation whenever possible and this would benefit myself greatly. I use amtrak often and since moving to the desert the has been the biggest struggle for me not having great public transportation out of the desert. The busses take forever. I know but the time the project is complete I will be older but I will still benefit and so will others and most important the environment. I love this plan and hope it goes forward! Thank you.

I-192-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-h5lt-zr9c
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0206  
Comment from Donna Feichtmann

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### Submitter Information

**Name:** Donna Feichtmann

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### General Comment

I think this is a great idea, it would alleviate so much traffic on the I-10, commuters, families and vacationers primarily during the 3 Big Festivals down here. The main question is how much will it cost and who will be paying for this and when would they propose a start and finish date??

} I-193-1

**Comment Letter I-194**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-jlto-tjef
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0207  
Comment from Anonymous

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**Submitter Information**

**Name:** Anonymous Anonymous

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**General Comment**

There's already a working rail line in Palm Springs. I'm not sure why connecting all of the valley to this existing line is not being proposed. It seems like it would be less expensive to connect to an existing line then building something entirely new. The Amtrak system is already underutilized, so I'm not seeing I need for a duplicate system.

I-194-1



**Comment Letter I-195**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-j5vg-ql2n
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-2021-0048-0208  
Comment from Tim Bustad

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**Submitter Information**

**Name:** Tim Bustad

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**General Comment**

This is something that should have been done 20 years ago. Please move this project forward

} I-195-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request / Motion
Tracking No. kqs-jap5-hj0k
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0209  
Comment from Patrick McCaffrey

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### Submitter Information

**Name:** Patrick McCaffrey

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### General Comment

This is what passenger rail is in the future. The need is definitely there. It can't come soon enough. The whole world is going this way because it is necessary.

} I-196-1

**Comment Letter I-197**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Request / Motion
Tracking No. kqs-japs-hjw0
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0210  
Comment from Patrick McCaffrey

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**Submitter Information**

**Name:** Patrick McCaffrey

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**General Comment**

This is what passenger rail is in the future. The need is definitely there. It can't come soon enough. The whole world is going this way because it is necessary.

} I-197-1

**Comment Letter I-198**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-jmgv-1lsy
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0211  
Comment from Robert Hedrick

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**Submitter Information**

**Name:** Robert Hedrick

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**General Comment**

No project is perfect but this one is very well conceived. Please move forward with getting this rail line built and operational.

} I-198-1

**Comment Letter I-199**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-jmla-lfzn
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0212  
Comment from Terri Neuman

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**Submitter Information**

**Name:** Terri Neuman

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**General Comment**

Is this going to be a high speed train with comfortable seating from LA to Indio? How many stops and where? Trains in dire need of updating. Should be streamlined as in Europe.

} I-199-1



## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-k111-dtzm
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0213  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

The Pass Area is growing quickly in new housing developments and new warehouses. So the traffic is getting worse. I appreciate the plans for the new rail system from the desert to Los Angeles. Would it be possible to have the train stop in Beaumont? There are many people that work in Riverside or Los Angeles that will use the train to get to work. Your vision should be for the present and especially the future. I appreciate your consideration. Thank you.

I-200-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
Status: Posted  
Posted: July 07, 2021  
Category: Request / Motion  
Tracking No. kqs-km4w-pcrg  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0215  
Comment from Ivan Duran

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### Submitter Information

Name: Ivan Duran

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### General Comment

DO NOT bring a stop to the Coachella Valley or Indio. All this train will lead to is homeless people being shotgun pumped into the valley from LA. Which already happens but now by train, please understand that a train to LA seems nice..but it will end up being a homeless camp and unsafe to ride anyways.

} I-201-1

**Comment Letter I-202**

**PUBLIC SUBMISSION**

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Tracking No. kqs-kpab-t5ii
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0216  
Comment from Jan Kielmann

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**Submitter Information**

**Name:** Jan Kielmann

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**General Comment**

Stations for Citizens

} I-202-1

**Comment Letter I-203**

**PUBLIC SUBMISSION**

As of: July 07, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Gorgonio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0217  
Comment from Anonymous

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**Submitter Information**

**Name:** Anonymous Anonymous

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**General Comment**

Awesome and about time something is getting done after years of yearning and twice a day seems inadequate should run at least 4-5 times daily the federal infrastructure budget should allocate the funding

} I-203-1

## PUBLIC SUBMISSION

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Comments Due: July 06, 2021  
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Docket: FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

Document: FRA-2021-0048-0218  
Comment from Jan Kielmann

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### Submitter Information

Name: Jan Kielmann

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### General Comment

While a great project and exciting for the future of transport in the San Geronio Pass and out to LA and the desert, it makes no sense in my opinion to only plan stations near Cabazon and Coachella. The short-sighted perspective seems to be to relieve traffic to these points of economic importance, but housing development in the Pass estimates over 250,000 residents in the future, with probably more from Yucaipa to Whitewater.

It therefore would be a more sustainable and holistic perspective to plan as many stations as possible along the route, meaning at least one additional one as close as possible to Yucaipa (Even though residents of Yucaipa / Calimeasa could make it to Redlands University) and at least one more in the Beaumont / Banning area (It makes no sense for Beaumont Residents to travel to Cabazon in order to catch a train to LA).

I have submitted several comments and am concerned about using taxpayer money to solely support economical purposes if there is not much benefit for the taxpayers other than trains rushing by. I hope you are able to grasp and implement a more future-oriented version and add another station in the Yucaipa / Beaumont / Banning region.

A real commuter train would have a stop in all of those and therefore both serve the residents / citizens and experience higher usage rates / lower costs.

With best wishes and looking forward to implementation.

Yours sincerely,

Jan Kielmann, Masters of Science in Engineering.

I-204-1

I-204-2

I-204-3



## PUBLIC SUBMISSION

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Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0220  
Comment from Matt Korner

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### Submitter Information

Name: Matt Korner

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### General Comment

This service should run to San Bernardino where passengers can make more transfers to the Metrolink, Arrow, and sbX systems, where Metrolink's 60-minute express trains to and from Los Angeles may be reinstated, and where the S.C.R.R.A. right of way could be utilized, allowing for the Amtrak service to avoid freight traffic and find a more direct route to Los Angeles.

} I-205-1

Additionally, both Riverside and San Bernardino Counties should reserve a sliver of the orange groves alongside Alabama Street that might allow for an extension of California High-Speed Rail to Phoenix and Tuscon.

} I-205-2

[www.Facebook.com/PhoenixHigh-SpeedRail](http://www.Facebook.com/PhoenixHigh-SpeedRail)

## PUBLIC SUBMISSION

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Category: Public Comment(s)
Tracking No. kqs-m111-3sqq
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0221  
Comment from David Applegate

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### Submitter Information

Name: David Applegate

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### General Comment

I strongly support the proposed rail line from the Coachella Valley to Union Station. We live in Palm Springs and would travel to LA much more frequently if it wasn't such an incredible hassle. I read the EIR and I don't have a strong preference for any of the three options and would support any of them. In general, I would be in favor of the option that results in the fastest timeline for completion and beginning of service. It is also important to keep in mind that the traffic is generally not bad between Coachella and Beaumont so it is not necessary to have multiple stations between these two points. Looking forward to this moving ahead!

I-206-1

**Comment Letter I-207**

**PUBLIC SUBMISSION**

As of: July 07, 2021
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Submission Type: Web

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

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

**Document:** FRA-2021-0048-0222  
Comment from Wayne Chandler

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**Submitter Information**

**Name:** Wayne Chandler

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**General Comment**

After reviewing the necessary documents I am in favor of this project. I believe it will benefit many people and businesses, as well as cut down on what is already overflow traffic in the affected areas. Let's make this happen.

} I-207-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Application / Petition
Tracking No. kqs-n76y-jrax
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0223  
Comment from Bill Ford

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### Submitter Information

**Name:** Bill Ford

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### General Comment

We are opposed to this project.

There are a number of reasons not the least of which is an increase air, land, and noise pollution. Furthermore the valley can barely handle the current number of visitors.

Thanks

} I-208-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 07, 2021
Tracking No. kqs-nfuk-25zl
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0224  
Comment from Linda Leventhal

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### Submitter Information

Name: Linda Leventhal

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### General Comment

Waste of money on rail project. Why not use the money to improve our surface roads.

} I-209-1



**Comment Letter I-210**

**PUBLIC SUBMISSION**

As of: July 07, 2021
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Tracking No. kqs-npcm-11cc
Comments Due: July 06, 2021
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**Docket:** FRA-2021-0048  
Coachella Valley San Geronio Pass Rail Corridor Service Program

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

**Document:** FRA-2021-0048-0226  
Comment from Nikki Reed

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**Submitter Information**

**Name:** Nikki Reed

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**General Comment**

More and more job growth, tourism and revenue for the Coachella Valley! I would like to see an employment center or a trade school out here in the Coachella Valley created just for this project.

} I-210-1



**Comment Letter I-211**

**PUBLIC SUBMISSION**

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

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

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

**Document:** FRA-2021-0048-0227  
Comment from Nick Parra

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**Submitter Information**

**Name:** Nick Parra

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**General Comment**

At this time, there is no exact location as to where to place Metro Link Stops between Cabazon through Beaumont. It will be great if all cities get one but if only one is rewarded a Stop then I think the City of Banning is most qualified to earn the Stop as it connects to the most government agencies (Social Services, Community College, Supreme Court, Airport, and Dysart Part which is the current largest entertainment venue in the area) and Banning is strategically centered to among private businesses between Monongo Casino, Cabazon Mall, Banning's future Movie Production Studio, and Beaumont's San Gorgonio Shopping District. At some point in the future all venues can be connected by smaller scale Lite Rail, EV, Horse trail, and Bicycle lanes). In addition, City of Banning has been planning and investing in both Homelessness Programming and Affordable Housing way before other cities had interest and it is a fact low income residents will heavily rely on public transport to connect to both public and private resources & venues.

I-211-1

## Comment Letter I-212

# PUBLIC SUBMISSION

<b>As of:</b> July 07, 2021
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<b>Posted:</b> July 07, 2021
<b>Tracking No.</b> kqs-o4ag-uj38
<b>Comments Due:</b> July 06, 2021
<b>Submission Type:</b> 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-2021-0048-0228  
Comment from Ronald Roy

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### Submitter Information

**Name:** Ronald Roy

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### General Comment

See attached file(s)

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### Attachments

Metrolink San Bernardino Line Double Track Project (Lilac to Rancho) - SBCTA  
SCAG Regional Rail Simulation Update 2011  
WRCOG Western Riverside County Active Transportation Plan  
Metrolink Regional System Map  
CV Link - Coachella Valley Alternative Transportation Route  
RON ROY Comment Letter on CVSGPRCS  
Alameda Corridor East Construction Project Gets Boost from CTC 2015  
Multi Goods Movement Action Plan Riverside County Action Plan  
San Gabriel Trench Grade Separation Project  
San Bernardino Transit Center HDR

# Comment Letter I-212, cont.

To RCTC:

From: Ron Roy  
Beaumont Resident:  
Email: rroy310@gmail.com

Regarding Draft EIR for CVSGPRCS

To whom it may concern:

Thank you for providing public comments to the DEIR for the Coachella Valley San Gorgonio Pass Rail Corridor Service (hereafter CVSGPRCS). Also deepest thanks goes to the individuals and organizations who have, I'm sure, have tirelessly and persistently, shown leadership and fought for the creation of this service which will benefit millions of public transit and alternative transit users for generations to come.

The CVSGPRCS project, is clearly a very ambitious and extraordinarily complex undertaking, which must address numerous factors such as land use, right-of-way, connectivity, linkage, convenience, speed, long term costs, coordination and cooperation with other Southern California rail infrastructure projects underway by Regional Transit Agencies such as SBCTA, Metrolink, Amtrak, SCAG, SGVTA, WRCOG, SANDBAG, and many other entities which requires extraordinary cooperation, coordination and foresight, to achieve a 22<sup>nd</sup> century rail service.

My goal in my comments is to provide as much criticism as possible, in order that RCTC (and other agencies) are given the widest possible vantage point of options, ideas, innovations, transit user perspectives, and in my case, the vantage point of an individual who will use the service from my home in the San Gorgonio Pass Community of Beaumont.

My comment format is primarily outline, with notes and extended written comments as follows:

## **I. LACK OF JURISDICTIONAL REPRESENTATION for residents of the San Bernardino Valley affected by proposed station location in Loma Linda:**

A key part of the route will service the Redlands/San Bernardino Valley with municipalities within a 10-15 mile radius of a proposed Loma Linda Station including the cities of:

Redlands: 71513  
San Bernardino: 215784  
Loma Linda: 24184

I-212-1

I-212-2

## Comment Letter I-212, cont.

2

Highland: 55049  
Colton: 54824  
Rialto: 103045  
Bloomington: 21847  
Fontana: 210759

representing a combined population of 757,005 (or over ¼ of a million) people who are not represented politically/governmentally in deciding the outcome of the rail route, service characteristics etc.

If you expand the radius from the Loma Linda Station only another 5-10 miles to include Ontario, (185010) which includes Ontario International Airport, and Ontario Mills, and Rancho Cucamonga (177603) , which includes Victoria Gardens, you're looking at a San Bernardino Valley Population of 1,119,618 (or over 1.1 million) people without political/governmental representation on this key regional transportation project.

This is in comparison with the city of Riverside with a population of: 326414 which is dwarfed by the SBV population.

Given this glaring gap in political/governmental representation, it is inappropriate, and undemocratic that RCTC should isolate itself from the rest of the Inland Empire region, particularly the San Bernardino Valley, to apparently carry forward a political agenda that harms not only Pass Area, Hemet Valley, and Coachella Valley Residents (all of which in Riverside County), who need to commute daily westbound to San Bernardino/Los Angeles county "foothill" communities and city centers, but also San Bernardino Valley Residents who would benefit from nearby (less than 5 mile to station) service that could transport them westerly to western San Bernardino County communities or LA County, or easterly to the Pass Area and Coachella Valley for employment, commerce, retail, education, recreation etc. and also SBV residents who could benefit from accessing the Coachella Valley Rail, to reach Coachella Valley.

## II. LACK OF CONNECTIVITY/LINKAGE/ACCESS TO SAN BERNARDINO VALLEY, ONTARIO AIRPORT, POMONA VALLEY, SAN GABRIEL VALLEY, "FOOTHILL COMMUNITIES"

➤ This lack of SBV representation, and other factors, have glaringly negative consequences for SBV and Pass Area Residents which include:

- **SBTC BECOMES THE KEY TRANSIT HUB FOR CVSGPRCS:** Passenger Rail service in the Redlands/San Bernardino Area includes, Amtrak (Southwest Chief [San Bernardino Depot] Sunset Ltd/Texas Eagle[Ontario, Pomona Depots]), Metrolink (San Bernardino Line, Inland Empire/Orange County Line:SBTC) and ARROW Route (Redlands Downtown Station/San Bernardino Transit Center (SBTC)). A big problem here is that all three services do NOT connect at one transit hub. Thankfully San Bernardino Transit Center (SBTC) was completed in 2017 and directly connects Metrolinks San Bernardino/Inland Empire:Orange

I-212-2  
cont.

I-212-3



## Comment Letter I-212, cont.

3

County Lines and the ARROW line. Unfortunately passengers of Amtrak's Southwest Chief cannot board at SBTC, creating a gap in connectivity/linkage and significant bottlenecks and time delays. Also Amtrak's Sunset Limited/Texas Eagle does not have station stops at SBTC or San Bernardino Santa Fe Depot. RCTC and SBCTA need to create a consolidated transit connection at SBTC that allows passengers using Amtrak, Metrolink, ARROW AND CVSGPRCS to conveniently transfer from one service to the others at ONE LOCATION, again SBTC seems the likely choice, unless another location is under consideration. Putting the only Redlands/San Bernardino CVSGPRCS station in Loma Linda, as the ONLY CVSGPRCS station in the Redlands/San Bernardino area, is a poor choice as it creates a transit "island" which causes connectivity/linkage gaps between CVGPRCS and the other aforementioned Passenger Rail Services which converge at SBTC. The CVSGPRCS station needs to be located at the SBTC. An CVGPRCS station at SBTC will dramatically improve connectivity/linkage/accessibility/ridership to the millions of people in the Redlands/San Bernardino Valleys, who can access CVSGPRCS at SBTC. Also Passengers who board CVGPRCS in the Coachella Valley and San Gorgonio Pass Communities will be able to transfer to/board Metrolink, Amtrak, ARROW trains at SBTC. This will transform rail connectivity in the Redlands/San Bernardino valleys for generations. RCTC cannot ignore the importance of building the CVSGPRCS station at SBTC, as it coincides with established transit planning principles of connectivity, linkage, accessibility, and increased ridership for regional passenger rail in the Inland Empire and Southern California. Putting the CVSGPRCS station at SBTC, creates tremendous passenger choice, flexibility, and convenience. For example, by putting the CVSGPRCS station at SBTC, CVSGPRCS passengers could disembark at SBTC and take the other passenger rail services to reach other Inland Empire and Los Angeles County Destinations, or even the High Desert/Las Vegas. After stopping at SBTC, the CVSGPRCS could still continue to Riverside and Orange County. But this now becomes a choice among many passenger rail choices at SBTC. Riders/Passengers are given far more options/choices at SBTC to travel over far more route options. The greater the options/choice, creates a force-multiplier which dramatically drives up ridership. As we know in 2021, passenger rail ridership is crashing, due to the slow times, constant interruptions/delays in service, lack of travel options, poor linkage and connectivity.

- I'm including the following for review and emphasis. Need to build and service adjacent/direct/nonstop/physical connectivity to key SBV transit hubs/nodes such as
  - Downtown Redlands Arrow Station: ARROW commuter rail, which is over 80% complete and scheduled for service in early 2022. RCTC has not examined direct rail connection to ARROW stations such as the Downtown Redlands Station, or San Bernardino Transit Center
  - San Bernardino Transit Center (SBTC) which services the ARROW line, Metrolink San Bernardino Line, numerous bus lines, such as Omnitrans, RTA, Beaumont Transit, and MARTA. The CVSGPRCS rail should connect directly to the SBTC, so that CVSGPRCS commuters can unboard from their train, and take only a few steps to board the Metrolink San Bernardino line, and other transit services at SBTC, rather than being required to unboard onto a transit island in Loma Linda, that might require CVSGPRCS passengers to use up an additional ½ hour or more of time to

212-3  
ont.

transfer to other modes, which wastes precious time that could be avoided with a direct connection at the SBTC. Also Metrolink Trains at SBTC have more frequent arrivals/departures at SBTC, creating more passenger choice/options.

- San Bernardino Rail Depot servicing Amtrak Sunset Limited/Texas Eagle, via the UP Alhambra Subdivision, and San Bernardino Metrolink via SCRRA owned tracks from San Bernardino to Union Station.
- Ontario Airport Terminals and parking lots and existing rail tracks oriented northerly and most conveniently reachable via I10, the UP Alhambra Subdivision, which is designed for northern access via I10.
- Amtrak Ontario Station Servicing Amtrak Sunset Limited and Texas Eagle using UP Alhambra Subdivision Route.
- Recently approved Boring Company Tunnel that will Connect Ontario Airport to Rancho Cucamonga Metrolink Station.
- Need to create enhanced connectivity to other modes of transit such as Bus, Alternative Transit.

I-212-3  
cont.

**III. To improve connectivity to millions of people and dramatically increase ridership, need to incorporate (all or portions of) UP Alhambra Subdivision, UP Los Angeles Subdivision, Metrolink San Bernardino Line Right-of-Way, Amtrak Stations, Ontario Airport Tunnel Project, Gold Line, OR completely new right of way (near/over highways freeways, tunnels) to access:**

- San Bernardino Valley: Over 1.1 million population from Redlands to Montclair
- Pomona Valley: incl: Claremont, Pomona, La Verne, San Dimas
- San Gabriel Valley: incl: Covina, Baldwin Park, City of Industry, El Monte, Rosemead, San Gabriel, Temple City, Alhambra, Pasadena.
- Utilization of the Alameda East Corridor Project, completed San Gabriel Trench (San Gabriel Valley Association of Governments) which can provide access to San Gabriel Valley Communities.
- Use design/build expertise and construction experience gained from the San Gabriel Trench and apply it to potential Trench build through portions of San Bernardino Valley, notably Ontario Airport Access.
- Use rail right-of-way adjacent to San Gabriel Trench that was abandoned as part of San Gabriel Trench Construction.
- Also: scour the landscape for any abandoned right-of-ways, vacant lands, or other features, that could be used along this proposed route.
- Consider developing new right-of-ways including viaducts and tunnels to connect CVSGPRCS to above valleys and communities, perhaps using abandoned or underutilized rail right-of-ways or over/next to freeways or highways such as Interstate 10 Interstate 210, Route 66, Arrow Highway, Holt Ave
- Please note UP Alhambra Subdivision tracks and UP Los Angeles Subdivision tracks Converge closely at Amtrak Ontario California Station [Sunset Ltd/Texas Eagle] (only a few hundred feet apart), and notably, Pomona Downtown station, where Amtrak

212-4



and Metrolink trains are literally running adjacent to each other. RCTC needs to look both these stations along this stretch of converging track to incorporate a CVSGPRCS Station! The integration here of 3 converging passenger rail services, Metrolink, Amtrak, and CVSGPRCS, can dramatically improve connectivity/linkage and therefore, significantly drive up ridership, for all 3 services. Dramatically increased ridership should be a central objective of designing building CVSGPRCS.

I-212-4  
cont.

**IV. Given that the Coachella Valley Rail Infrastructure, once built will impact the region for decades, if not centuries**, it is worth the additional investment, given the extraordinary long-term impact of this project, to build rail tracks and routes in the fastest most passenger convenient manner. Given that any rail project of this magnitude will cost billions of dollars, its important to put the quality and long-term benefits of the project ahead of cost concerns. Regional rail projects are extremely expensive, but everybody knows that. In short, don't nickel and dime on this project if it creates a defective system that will permanently impair ridership, speed, convenience and public benefit.

I-212-5

Key Connectivity is needed for:

- Direct connections, and where possible, incorporate into the existing infrastructure for, to the following:
  - Downtown Redlands ARROW station
  - San Bernardino Transit Center
  - San Bernardino Depot
  - Ontario Airport
  - Claremont
  - Cal Poly Pomona
- Anticipate HSR stations in Inland Empire and build infrastructure connections accordingly.

I-212-6

I-212-7

**V. BUILD INTERMODAL TRANSIT CENTER IN SAN GORGONIO PASS (PASS IMTC)**

- Model after LA Union Station, Anaheim, ARTIC, Santa Ana Regional Transportation Center, San Bernardino Transit Center.
- Center will Service Pass Area Communities of Whitewater, Cabazon, Banning, Cherry Valley, Beaumont, Calimesa, San Timoteo Canyon.
- Supports Retail/Commercial Hubs in the Area
- Pass IMTC needs to be strategically located to equally serve both Westbound (San Bernardino Valley, Moreno Valley) and East Bound (Coachella Valley) Pass area commuters, and out-of-town ridership that wants to patronize the Pass Area retail and recreational centers.

I-212-8

- May need more than one transit center/station in the Pass, one for East Bound daily commuters to the Coachella Valley (Near Highland Springs Rd?), the other for commuters commuting daily to San Bernardino, Los Angeles, and Orange Counties.

I-212-8  
cont.

## VI. NEED FOR A SEGREGATED AND SEPARATELY OWNED RIGHT-OF-WAY FOR THE CVSGPRCS

CVSGPRCS needs to have 100% ownership and control of tracks and right-of-way through the entire rail route!

CVSGPRCS needs to purchase/acquire its own separate set of (preferably double/triple) tracks for the entire route.

A study needs to be conducted that compares building the service on a separate right-of-way vs “sharing” (which almost always means subordinating to) right-of-way with the UP/BNSF owned tracks that presently characterize the proposed route. This study like all studies and proposals for CVSGPRCS, should project 50-100 years into the future, minimum. Public Transit agencies notoriously make the fatal mistake of fretting over multimillion dollar/billion dollar initial right-of-way/construction and operating costs without looking at how these seemingly high initial costs end up benefiting the 15-20 million southland residents who will have access to this service over centuries. This study should compare 50-100 year projections for:

I-212-9

- Initial design/construction/operating costs associated with purchasing separate right-of-way, vs leasing right of way over same period.
- Speed of service and safety advantages of purchasing/acquiring separate right-of-way vs “sharing” with freight railroad track owners. For example, a minimum of 45 freight trains travel through San Timoteo Canyon (and likely the rest of the San Gorgonio Pass) DAILY. Most of these trains are now more than 2 miles long. It will likely be impossible for CVSGPRCS passenger trains to operate speedily, safely, and uninterrupted when forced to subordinate/share rail privileges with the freight railroad companies, such as BNSF and UP, that run freight trains on the same tracks.
- A goal in acquiring this additional separate right of way should include, not only safety, but also achieving time/speed targets, such as 45-60 minutes max for Indio-Union Station:LA non-stop service, and 75-90 minutes max. for multiple stop service from Indio to Union Station: LA

## VII. Need guaranteed reliable, speedy, and convenient, multi-modal connector service from CVSGPRCS to Downtown areas of the Coachella Valley Communities.

The existing freight rail tracks through the Coachella valley, except for Indio, are miles away from the city centers of Coachella Valley

I-212-10

**Comment Letter I-212, cont.**

Communities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta. Given that it will likely be found unreasonable to run new rail tracks through the center of these cities (say via SR111), RCTC needs to arrive at reliable, frequent, and speedy multi-modal connectors from the Coachella Valley Rail Stations to these centers. Examples are Bus, light rail or monorail shuttles. Also linking to alternative transportation infrastructure such as the Coachella Valley Link Alternative Transportation Route is a must

I-212-10  
cont.

**VIII. NEED TO CONSIDER ROUTING THE CORRIDOR THROUGH THE “VALLEY” COMMUNITIES** IN REDLANDS, SAN BERNARDINO, POMONA, SAN GABRIEL VALLEYS, VIA THE SAN BERNARDINO LINE RIGHT-OF-WAY, OR THE UP “ALHAMBRA” SUBDIVISION.

I-212-11

**IX. Need to abandon fossil fuel (diesel/CNG) technologies** for rail “propulsion” in favor of renewable technologies (hydrogen, electrified rail). Also consider using new technologies such as SBCTA’s Zero-Emission Multiple Unit (ZEMU) rail vehicles (for use in ARROW rail service).

I-212-12

**X. Need to consider and adopt 22<sup>nd</sup> century rail technology** for CVSGPRCS such as current or future versions of high speed rail, hyperloops etc.

**XI. CVSGPRCS needs to develop connectivity with Active Transportation in accordance with WRCOG Western Riverside County Active Transportation Plan (2018), CVLink, Pass Link, Santa Ana River Trail, and other Active Transportation Route Systems.**

**XII. CVSGPRCS connectivity to future California HS Rail and Las Vegas/LA HS Rail stations in the Inland Empire.**

I-212-13

NOTES:

PRINCIPLES TO ADHERE TO WHEN DESIGNING AND CONSTRUCTING THE CVSGPRCS

LINKAGE/CONNECTIVITY

The more linkage/connectivity you can create in a system, the more useful and efficient it becomes, and the increased convenience leads to increased ridership throughout the system, which creates a force-multiplier effect

ANTICIPATORY PLANNING

I-212-14

**Comment Letter I-212, cont.**

Designing the CVSGPRCS Rail should anticipate future infrastructure that will be built throughout the system in ways that directly or indirectly impact and benefit the CV Rail system. There is a Southern California version of the 1860s transcontinental railroad race going on. Los Angeles county is aggressively adding additional right-of-way, additional tracks (double/triple/quadruple tracks: see SBCTA: Lilac to Ranch double track)) and grade separations (including Metrolink Fullerton Road and San Gabriel Trench: Alameda Corridor East project) to speed up, and add capacity for freight and passenger rail. Meanwhile RCTC is aggressively adding grade separations through Riverside/Jurupa for its Metrolink Riverside Line to speed up passenger service. The convergence of these West-to-East, and East-to-West, multi-billion dollar rail infrastructure improvements, and future rail infrastructure projects, must be taken into consideration in the design and construction of CVSGPRCS. Again this is another reason, why the right of ways for the Metrolink Riverside and San Bernardino lines, and the UP Alhambra Subdivisions must be reconsidered as well as any "new" right-of-ways currently not under the control of commercial railroads, Metrolink, or Amtrak (ex: viaducts over freeways).

I-212-14  
cont.

MUST BEAT OUT THE CAR AS A TRANSIT OPTION;

I-212-15

MUST ACHIEVE USER FRIENDLY TARGETS SUCH AS:

- SPEED OF SERVICE: Must achieve a 22<sup>nd</sup> century speed of service.
  - 2-3 hours each way is UNacceptable. The one-way non-stop trip time from Indio to DTLA should not exceed 45-60 minutes. With stops the one-way trips should not exceed 75-90 minutes.
- COMFORT AND CONVENIENCE: Comfort and convenience while on the trains

Examples:

ARROW

Ontario Airport Tunnell

San Gabriel Trench Grade Separation Project

HSR into the Inland Empire.

Double Track along Metrolink San Bernardino Line

Future Pass Transportation Center

I-212-16

Creating a station in Loma Linda, separates/disconnects CV Rail from nearby transit hubs such as Redlands ARROW station, SB Transit Center.

It slows down the system, by requiring unnecessary and time consuming transfers from the Loma Linda Station to the nearby key transit hubs.

I-212-17

RAIL THROUGH COACHELLA VALLEY

Can the rail line run though or within a few blocks of Downtown Palm Springs, PS Internation Airport, Cathedral City, Palm Desert, Indian Wells, La Quinta, and Indio/Coachella, rather the current proposed route which is miles away from the nearest city centers?

I-212-18

**Comment Letter I-212, cont.**

DO NOT NICKEL AND DIME THE PROJECT IN A WAY THE PERMANENTLY HARMS LONG TERM EFFECTIVENESS OF THE SYSTEM:

RCTC staff have indicated that there is a cost difference of under 200 million between using the UP Alhambra subdivision vs the "Los Angeles" Subdivision which runs through Riverside, Orange County, then LA county cities like Norwalk, Commerce etc.

Designing the long-term benefits of this type of infrastructure should not be bogged down in small cost differentials considering the scale of the project and the millions of people who will have access to the system. Considering this infrastructure will

The San Gabriel Trench Grade Separation cost \$294 million, but will impact the regional freight and passenger rail system for a century! This was paid for by the SGVAG, creating a force multiplier for the region, and having a key linkage subregion shoulder the cost for its geographic and ridership share of the route system. Got to think long term benefits.

Fullerton Rd. Grade Separation: cumulative benefits are being created by improving the efficiency of the rail system in LA County via Alameda East Corridor project. Also the necessary grade separation projects completed or underway from DT Riverside through Jurupa and Beyond.

Need to create direct connections to SB Transit Center and Ontario Airport, to increase ridership by allowing riders to use portions of the CV Rail route to disembark at the aforementioned key hubs which increases ridership on other lines such as Metrolink SB Line, and Gold Line (eventually running to Ontario Airport).

ONTARIO AMTRAK STATION IS ONLY A FEW YARDS from the Metrolink Riverside Line near Euclid Avenue in Ontario. Why aren't these two lines connected at this station?

I-212-19

I-212-20

I-212-21

Thank you for your consideration.

Ron Roy



## PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-po16-kxen
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-2021-0048-0230  
Comment from Terri Crooks

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### Submitter Information

**Name:** Terri Crooks

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### General Comment

Hello, My husband and I live Palm Desert, and we enjoy driving to downtown Riverside Metrolink station and taking the Metrolink to San Clemente. We invite and encourage others to ride the Metrolink also. Personal, I would like to see the train travel from Palm Springs to the Orange County and San Diego County beaches, instead of LA.  
Thank you,  
Terri Crooks

} I-213-1

## PUBLIC SUBMISSION

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

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

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

**Document:** FRA-2021-0048-0231  
Comment from David Haugland

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### Submitter Information

**Name:** David Haugland

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### General Comment

I support frequent, daily, regularly scheduled rail service to Palm Springs and the Coachella valley from Los Angeles, San Diego, Las Vegas, and Phoenix.

} I-214-1

**Comment Letter I-215**

**PUBLIC SUBMISSION**

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-pyoe-unjq
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-2021-0048-0232  
Comment from Daniel Teutle

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**Submitter Information**

**Name:** Daniel Teutle

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**General Comment**

I have been a Coachella Valley resident and a daily driver of the roads in our state for over 40 years and I love to travel by train (mostly in other states and countries, a few times in California) and, my first impression of this Rail Road Corridor is that this is an utter waste of money as proposed for the following reasons:

I-215-1

Sunline transit agency has provided a daily service Coachella Valley to Riverside metrolink stations (and vice versa) for way over a decade, one does not have to be an expert to see that there is just a handful of riders, if any at times, to figure that people need the flexibility that a car provide. Check With Sunline transit on actual yearly ridership and why it has not in service for months.

I-215-2

Our cities, unlike the East coast, Europe and/or Japan are far apart and access to current train stations are non existent by public transportation with the exception of Indio, to park a private car on this facilities is sketchy at best.

I-215-3

Freight railroad rights of way are owned by private, for-profit corporations, and the routes potentially most useful for passenger service are typically the busiest with freight traffic. In many cases, states or commuter rail authorities have reached agreement with freight railroads to share either their track or right of way. However, unlike Amtrak, which has eminent domain power over freight facilities and can appeal to a federal agency to determine the terms of its access to freight track, other would-be passenger rail operators do not have any statutory leverage when negotiating with freight railroads. This likely increases the price public authorities pay for access and leaves them with no apparent recourse when freight railroads reject their offers.

I-215-4

**Comment Letter I-215, cont.**

The focus should be in ensuring that the proposed Banning to Cabazon I-10 bypass actually extends to where I-10 and Hwy. 111 merge on the East, and Hwy. 60 to the west. This area is the constriction that causes traffic to back up all the way to Indio at times.

I-215-5

Many of us wishes that it would be less traffic in the future but, the reality it that it will continue to increase exponentially, let us focus on finally fixing existing roads and build alternate ones. Trains, even if they overcome all the legal and environmental hoops, and using other areas in our country and around the world as example, will always be expensive to operate and will always relay on subsidies, will be unreliable and ultimately will never solve our transportation problems. On the environmental side it will just create more pollution by traveling with only a handful of passengers (like the Sunline's 10 commuter Link has done for more than 10 years) and while waiting for the freight trains (they will always have the priority) using the same track.

I-215-6



## PUBLIC SUBMISSION

As of: July 07, 2021  
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Status: Posted  
Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-q8w4-0n0j  
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-2021-0048-0233  
Comment from Edward Neal

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### Submitter Information

Name: Edward Neal

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### General Comment

As a Palm Springs resident I am 100% in favor of passenger rail service between the Coachella Valley and Los Angeles - I know many people who would love to be able to jump on a train and spend a day or two in LA and to not have to worry about driving their vehicle and finding and paying for parking. I also think that rail service would be very beneficial for people who wanted to come to the Coachella Valley for events like Stage Coach and Coachella fest and having this option could greatly reduce traffic on local freeways and local roads and in addition would also reduce pollution and help reduce greenhouse gasses

I-216-1



## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
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Tracking No. kqs-qc4m-y5n3
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-2021-0048-0234  
Comment from Monica Hayes

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### Submitter Information

**Name:** Monica Hayes

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### General Comment

I think is a great idea to have a Pass Rail Corridor service in the valley because it will be good for the environment plus less traffic, also it is easier for people that do not have a car or drive the freeway. Visitors to Los Angeles to Coachella Valley will benefit during vacation time. I hope this project gets approved it is time to simplify and get practical traveling.

I-217-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
Status: Posted  
Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-qgaw-1uqo  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0235  
Comment from John Kephart

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### Submitter Information

Name: John Kephart

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### General Comment

Absolutely. The sooner the better. The added convenience of not having to deal with So Cal auto traffic, plus it could be marketed as including leisure/luxe accommodations and perfect for weekend trips, business trips, etc. With all the events in both L.A. and the Coachella Valley, this is an absolute home run.

I-218-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Tracking No. kqs-qggd-tvax
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0236  
Comment from Hubert Hanrahan

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### Submitter Information

Name: Hubert Hanrahan

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### General Comment

The rail proposal is terrific and so needed for our residents. I live in Desert Hot Springs and as a senior, this will make traveling to LA County so much easier with the opportunity to leave our car behind.

We had excellent service on the Amtrak Capitol Corridor line between Sacramento and the Bay Area. It made getting to San Francisco so easy, as well as riding to 49er games in Santa Clara.

Thank you and keep up the good work and effort!

I-219-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Decision / Response
Tracking No. kqs-rpx0-zj1w
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0237  
Comment from Catherine Barber

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### Submitter Information

**Name:** Catherine Barber

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### General Comment

The slowing traffic in 10 and the fact that we have only one primary entrance and exit makes this transportation addition critical for safety egress and avoiding pollution

} I-220-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-sbaq-gpgq
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-2021-0048-0238  
Comment from Brian Bower

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### Submitter Information

**Name:** Brian Bower

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### General Comment

I am very much in favor of immediate construction of rail service from LA to the Coachella valley. Having driven the route several times I would definitely make use of a rail service and I feel it would bring positive economic benefits along the route.

} I-221-1



## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
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Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-sgvz-rqc8  
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-2021-0048-0239  
Comment from Ellen Finan

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### Submitter Information

Name: Ellen Finan

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### General Comment

Please extend rail service to Coachella Valley. Rail would connect us to Riverside and Los Angeles. Currently the only way to get there is by car. Tesloop, the reasonably priced method, is defunct. If we could get access to metrolink, it would transform the area for tourists. Europeans often travel by rail but there is really no possibility in our case. As for locals, rail would open up possibilities for shopping, entertainment, the arts, and the beach. Rail would lesson pollution; it save lives as the Inland area has had an explosion of warehouses along the 60 and 10 corridors and building more fulfillment centers has already been approved. The recent construction on the 70 will only provide some relief for drivers to the valley for the next 5-10 years. Rail would help mediate the traffic.

Quality of life, economic viability, environmental concerns and economic justice are all reasons for Coachella Valley to be open for rail transit. I support rail.

I-222-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
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Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-smu5-rikx  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0240  
Comment from Anonymous

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### Submitter Information

Name: Anonymous Anonymous

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### General Comment

I'm very much in favor for an alternative way to get to and from the Coachella Valley and Los Angeles Area. All the connections already in service (San Bernardino - Riverside) can offer continued rail as far South as San Diego, North Simi Valley, Santa Barbara and more. Please allow this service low "RED TAPE" to get into service as soon as possible.

I-223-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-ss3h-4ew4
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0241  
Comment from Dave Grothe

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### Submitter Information

**Name:** Dave Grothe

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### General Comment

This project should be a no brainer. The impact to the environment is clearly on the beneficial side as existing rail lines would be used for the majority of the extension. Plus it would remove countless vehicles from our roadways and onto public transportations and should be expedited.

} I-224-1

## PUBLIC SUBMISSION

As of: July 07, 2021
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Status: Posted
Posted: July 07, 2021
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Tracking No. kqs-t2ho-arcq
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0242  
Comment from Jan Harmik

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### Submitter Information

**Name:** Jan Harmik

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### General Comment

It is well past the time for train service for Coachella Valley and the pass area to be implemented. The sooner this train and a third rail are part of our transportation system the sooner our community members will enjoy the freedom of ridership and others will begin to shift their thinking regarding transit, the sooner we have a positive impact on air quality and health, the sooner we lessen traffic congestion and the need to continually increase lanes on our freeways and highways and waste tax payer funds that could be put to much better use. IT IS PAST TIME FOR THE COACHELLA VALLEY LINE!

I-225-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
Status: Posted  
Posted: July 07, 2021  
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Tracking No. kqs-t76h-yr9m  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0243  
Comment from Brenda Direen

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### Submitter Information

**Name:** Brenda Direen

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### General Comment

Yes please! I would use this weekly!

} I-226-1



## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-turk-1tr9
Comments Due: July 06, 2021
Submission Type: Web

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

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

Document: FRA-2021-0048-0244  
Comment from Brian Eggert

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### Submitter Information

Name: Brian Eggert

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### General Comment

I think the Coachella Valley San Geronio Pass Rail Corridor is a great idea. We need a better system to connect to rail systems to allow us to travel to other parts of the state on rail instead of our autos. Especially has most of the population in the Coachella Valley are getting older and less able to drive. The current Amtrak system arriving at the weird hours is not a feasible answer for us especially where the train stop is located in Palm Springs.

I-227-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
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Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-v379-mzqx  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0245  
Comment from Suzanne Dwight

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### Submitter Information

**Name:** Suzanne Dwight

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### General Comment

As a Coachella Valley restaurant, I strongly support rail service ; it's long overdue for sure!

) I-228-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
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Posted: July 07, 2021  
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Tracking No. kqs-v37x-eajq  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0246  
Comment from Suzanne Dwight

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### Submitter Information

**Name:** Suzanne Dwight

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### General Comment

As a Coachella Valley restaurant, I strongly support rail service ; it's long overdue for sure!

} I-229-1

**Comment Letter I-230**

**PUBLIC SUBMISSION**

As of: July 07, 2021  
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Posted: July 07, 2021  
Category: Request for Comment(s)  
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Comments Due: July 06, 2021  
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0248  
Comment from Adam Behr

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**Submitter Information**

**Name:** Adam Behr

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**General Comment**

I am all for rail service between Los Angeles and the Coachella Valley, where I live in Rancho Mirage.

It would be great for residents at both ends, and all along the way, as well as the environment, and probably other people and things I haven't even thought of yet.

Thanks!

} I-230-1

**Comment Letter I-231**

**PUBLIC SUBMISSION**

As of: July 07, 2021  
Received: July 06, 2021  
Status: Posted  
Posted: July 07, 2021  
Tracking No. kqs-vp5a-ococ  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0249  
Comment from Jim King

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**Submitter Information**

Name: Jim King

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**General Comment**

I support bring the line to the Coachella Valley

} I-231-1



## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
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Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-w3jo-jk4u  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0250  
Comment from Phillip Snover

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### Submitter Information

**Name:** Phillip Snover

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### General Comment

As a resident of 29 palms I believe it is great to have another option for traveling from the desert to the other cities. I think it would benefit many adding jobs, both temporary and long term for generations and would help bring in tourism from all southern California areas.

} I-232-1

## Comment Letter I-233

# PUBLIC SUBMISSION

<b>As of:</b> July 07, 2021
<b>Received:</b> July 06, 2021
<b>Status:</b> Posted
<b>Posted:</b> July 07, 2021
<b>Category:</b> Application / Pétition
<b>Tracking No.:</b> kqs-wlfx-923c
<b>Comments Due:</b> July 06, 2021
<b>Submission Type:</b> Web

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

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

**Document:** FRA-2021-0048-0251  
Comment from Thomas Tokheim

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### Submitter Information

**Name:** Thomas Tokheim

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### Attachments

7-6-2021 CV Rail Station Letter of Support

## Comment Letter I-233, cont.

July 6, 2021

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

RE: Letter of Support for Palm Desert I-10/Portola Interchange Funding

Dear Federal Railroad Administration:

On behalf of Millennium Master Plan, 152 acres at the NE corner of Portola Street and Gerald Ford Drive, I am writing to you today to consider Portola as a future rail station for the Coachella Valley San Geronimo Pass Rail Corridor Service Program. The benefits of this project are numerous, but here are the critical issues this project addresses:

- Genesis Single Family Home development by this fall will have the final 33 home closings to complete the 166 new home development at the NE corner of Portola and Gerald Ford Drive.
- In 2022, we plan to start the construction of the Millennium 330 apartments which includes 66 affordable apartments.
- Also within the Millennium Master Plan is a 10-acre parcel owned by the City of Palm Desert for 220 affordable apartments.
- The new 11,000 seat arena has been approved by Riverside County and is under construction near Cook Street and Interstate 10 for the new minor league hockey team and other concerts and shows, all of which could total 150 events per year whereby the commuter train would be a valuable mode of transportation.
- Close proximity to both the California State University San Bernardino at Palm Desert and the University of California, Riverside at Palm Desert campuses would greatly enhance transportation options.
- The University Park area has two new home developments just under way for new homes totaling approximately 500. Another minimum of 600 are planned for University Park for future development.
- Near Portola and Gerald Ford Drive another new home development of 70 homes will start in 2021. Other area new home developments within 1-2 miles could add 300-400 homes.

It is very exciting what is going on in the center of the Coachella Valley to the south of I-10 with a 4-year University in Cal State San Bernardino (and hopefully Cal State Palm Desert) and UCR and a new arena just north of I-10 for minor league hockey, concerts, and other activities.

I-233-1

## Comment Letter I-233, cont.

This I-10/Portola station would open the unincorporated Thousand Palms area between Varner and Ramon Road, providing a more balanced and diversified central part of the Coachella Valley that would better serve all in the entire region.

Having served in Administration at Desert Regional and JFK Memorial and Eisenhower Medical Center, I was fully aware that many of our employees were commuting from Desert Hot Springs, Morongo Valley, Yucca Valley, Joshua Tree, Coachella, and further east. This Thousand Palms area provides an excellent opportunity for more affordable housing closer to schools and universities and other amenities this central location offers with public transportation much more feasible.

There was an excellent editorial in The Desert Sun on March 19, 2021 by Representatives Eduardo Garcia and Chad Mayes about the tremendous need for affordable housing, and it includes a recommendation for developing a valley wide approach to solving the issue with 10,000 new housing units over the next 10 years.

Also attached is an Environmental Impact Report (EIR) from 5/18/2018 regarding 214 acres north of Varner that would provide for 600 single family homes, 900 apartments, a K-5 elementary school, 5 pocket parks and almost 400,000 of commercial/retail space. These residents would also have great access to the planned City of Palm Desert 27-acre regional park south of I-10 off Portola Street and Dinah Shore Drive in the Millennium Master Plan.

This project cannot move ahead without the federal funds available through this process. A high prioritization of this project among the many will benefit the people of the Valley.

We appreciate your time and consideration.

Sincerely,

Thomas J. Tokheim  
Millennium Master Plan

I-233-1

I-233-2

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-x6vz-btse
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0252  
Comment from Pamela Carnt

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### Submitter Information

**Name:** Pamela Carnt

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### General Comment

This is a fantastic idea

} I-234-1



## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
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Posted: July 07, 2021  
Category: Public Comment(s)  
Tracking No. kqs-x95x-4y4t  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0253  
Comment from Kevin Holliday

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### Submitter Information

Name: Kevin Holliday

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### General Comment

As a resident of LA and a frequent visitor to the Coachella Valley, I would greatly appreciate rail service between LA and Palm Springs. I would use it a lot and it would be so much better than sitting in traffic. Please consider having times that would service the leisure market, i.e. the weekends. I'd love to take an afternoon train on Friday and arrive in Palm Springs in time for dinner.

I-235-1

## PUBLIC SUBMISSION

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Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0254  
Comment from Anonymous

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### Submitter Information

**Name:** Anonymous Anonymous

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### General Comment

This is a great idea, I know the youth of the Coachella Valley would love this idea due to the fact that it simplifies a trip to Los Angeles. Being 20 years old something like this completely excites me knowing it would be easier to travel avoided tremendous amounts of traffic and gives us more opportunities to explore without the hassle.

} I-236-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
Status: Posted
Posted: July 07, 2021
Category: Decision / Response
Tracking No. kqs-xotg-0gjj
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0255  
Comment from Roman Minyaylyuk

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### Submitter Information

**Name:** Roman Minyaylyuk

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### General Comment

I am in full support of this project. As a resident of Desert Hot Springs, I would love to be able to get on a train and head into LA versus sitting on the 10 in traffic, which is very unproductive. I also think, we've got a great deal of commuters heading into the LA area for work that would rather not be sitting in a car for hours. I hope as this train project materializes that local public transit agencies tailor their service to serve the new stations in a smart way to make sure everyone is able to get that last mile service once they get off the new train route to their destination.

} I-237-1

## PUBLIC SUBMISSION

As of: July 07, 2021
Received: July 06, 2021
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Posted: July 07, 2021
Category: Public Comment(s)
Tracking No. kqs-xqqm-uhog
Comments Due: July 06, 2021
Submission Type: Web

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

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

**Document:** FRA-2021-0048-0256  
Comment from Judy Myall

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### Submitter Information

**Name:** Judy Myall

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### General Comment

My partner and I are seniors who have lived in Palm Springs for 11 years. In those years we have visited Los Angeles only about 6 times. We would love to be able to visit more often but unfortunately the traffic and congestion on the freeway keeps us away. If there was a train service to the L.A. area we would really enjoy being able to go more often. This service is way overdue.

I-238-1

## PUBLIC SUBMISSION

As of: July 07, 2021  
Received: July 06, 2021  
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Posted: July 07, 2021  
Tracking No. kqs-i5c8-5eh2  
Comments Due: July 06, 2021  
Submission Type: Web

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

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

Document: FRA-2021-0048-0257  
Comment from Walter Bendick

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### Submitter Information

Name: Walter Bendick

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### General Comment

Having moved to Rancho Mirage from LA and having made the drive over the years many many times I would truly welcome a rail service between Indo and LA. The drive on I10 can be very long and difficult and having the opportunity to sit and relax on that trip would be very positive. I hope this project moves forward and becomes a reality .

} I-239-1



**Comment Letter I-240**

**Comment Format:** Email

**Date:** 6/28/2021

**Commenter:** Michael Sloan

Great Idea. So happy to see the proposal after all these years in the IE. Please keep me updated.

} I-240-1

**Comment Letter I-241**

**Comment Format:** Email

**Date:**5/21/2021

**Commenter:** Michael Moore

We need it!

} I-241-1

**Comment Letter I-242**

**Comment Format:** Email

**Date:** 6/5/2021

**Commenter:** Christine Caffrey

I hope this project is completed. I drive up to the LA area twice a month and the traffic is horrible. This would really be a great way to travel without having to deal with all the traffic.

} I-242-1

**Comment Letter I-243**

**Comment Format:** Email

**Date:** 5/25/2021

**Commenter:** Deborah E. Garbe

What type of train service proposed? Will there be restrooms, club cars, food service, etc?  
Like the trains I road in my youth! When is an estimated date for service to begin if approved?  
Will there be a discount for seniors?

} I-243-1

Thank you.

Deborah E. Garbe

**Comment Letter I-244**

**Comment Format:** Email

**Date:** 5/26/2021

**Commenter:** Shawn Stoller

Good morning. We are residents of Indio and would support adding rail service to Union Station and hope it would reduce traffic and the gas burned for people to visit the valley and the many events, including major music festivals, held here each year. Hopefully, the reduced emissions from removing those vehicles from the interstate will be seen as a huge benefit of adding this additional rail service and this environmental win will be factored in to the analysis.

} I-244-1

Thank you,

Shawn Stoller



**Comment Letter I-245**

**Comment Format:** Email

**Date:** 5/27/2021

**Commenter:** Tyson Atwood

Interesting project which would be a great public transportation alternative. This project would tie in nicely to other public transit project in the Coachella Valley region such as CV Link.

} I-245-1

**Comment Letter I-246**

**Comment Format:** Email

**Date:** 6/1/2021

**Commenter:** Gordon Edwards

Your map is so unreadable, it should be an embarrassment to post on your web page.

} I-246-1

**Comment Letter I-247**

**Comment Format:** Email

**Date:** 6/2/2021

**Commenter:** Andrea Josephson

Will everyone disembark at Union Station or can u stay on til Chatsworth? Will u allow dogs.  
Will u have reserved seats and beverage service?

} I-247-1

Thx Andrea

**Comment Letter I-248**

**Comment Format:** Email

**Date:** 6/14/2021

**Commenter:** Joseph Farley

The CVRP could generate massive "fixed" revenues, that would reduce the unnecessary waste of conventional debt financing & expose opportunity costs, by offering a cargo "Trunk-Line-Feeder" service, utilizing cargo-only wagons, (combi units can also be used) & take advantage of unused capacity (track & off-track hrs./idle, 24/7). The "Feeder" strategies connect endless lesser "Feeder" vehicles, incl. bus-lanes, & facilities of many functions, for time/place utility; throughput, & "all that comes with that."

Required: Legions of standardized, very fast on-off, (RFID/IoT/AI), Roll carts, incl. non-motor cold-chain, for upstream unitization & downstream selectivity, can reduce massive highway bottlenecks & support community planning for cost reduction & progressive designs for communal living.

Note the FHWA study reveals that "Bottlenecks cost the US economy more than \$42b in 2019...almost 660 million hours of delay on the nation's highways" . Commercial Carriers Journal May 27, 2021, by Jason Cannon, CCJ chief editor. The mobility/functionality of Roll carts is not a big problem.

I-248-1

**Comment Letter I-249**

**Comment Format:** Email

**Date:** 6/14/2021

**Commenter:** Kelly Watson

I fully support this project; as a resident of Palm Springs with family in LA and OC it would be very valuable to me to have alternative to automobiles to reach LA especially as i get older.

Thanks for everything you are doing.

Dr. Kelly Watson

Palm Springs, CA

} I-249-1



**Comment Letter I-250**

**Comment Format:** Email

**Date:** 6/22/2021

**Commenter:** Nicola Wong

I am very interested in taking the train into LA as often as once a week.

} I-250-1

**Comment Letter I-251**

**Comment Format:** Email

**Date:** 6/24/2021

**Commenter:** Alex Croix

I am just a bit confused, is this going to be a high speed railway project?? Because if not, it is concerning how fast the train will travel and how long it will shorten the time compared to car travel from Palm Springs to Riverside. I was looking forward to this, thinking it will be a high speed train. I would just like to know how many mph the train plans to travel. Thank you.

I-251-1

**Comment Letter I-252**

**Comment Format:** Email

**Date:** 6/26/2021

**Commenter:** Sabina Greco

I'm very interested in train service being established in the Coachella Valley. I hope the project moves forward and can be completed — this will be so beneficial to the residents living here and to visitors. By my way of background I rode the train to work from Orange County to LA for work for 20 years! I have first hand knowledge of the benefits rail service can provide.

Please keep me updated on the status - if you need comments or thoughts relating to the project I'd be happy to participate.

Thank you

Sabina Greco

Indio resident

I-252-1

# Comment Letter I-253

July 1, 2021

Sheldon Peterson

[speterson@RCTC.org](mailto:speterson@RCTC.org)

Re: Coachella to LA passenger rail project

I believe the project is of great merit.

} I-253-1

I understand that the City of Redlands is requesting the development of "quiet crossings" at Alessandro Road and at San Timoteo Canyon Road.

I have lived for forty years in near proximity to the San Timoteo crossing.

The road crosses the tracks at an angle and typically carries heavy daily traffic.

Over the years a number of accidents have occurred, several undoubtedly caused by drivers trying to beat the gates, while others were traveling at such speed they could not negotiate the turn, which happened just a few months ago.

} I-253-2

I believe it is important that every possible element of safety that can be provided should be in place at this intersection. The sounding of the train's horn alerts drivers traveling at high speed along the approaches to be alert and slow down.

I live twice as close as the "health Facility" (Redlands Community Hospital) is to the crossing, making the horn's sound four times louder where I live. Further, while I often have my windows open at night, the hospital is an enclosed environment. While a patient there the sound could barely be heard.

} I-253-3

I do not mind the horns, knowing the safety function they serve.

Parenthetically, a number of residents at greater distance from the crossing have commented to me that they enjoy the horn's distant sound.



William E. Cunningham 421 San Timoteo Cyn. Rd., Redlands, 92373

William [421@earthlink.net](mailto:421@earthlink.net) 909 793 9558





**Comment Letter I-254, cont.**

**PUT THE COACHELLA TRAIN ON U.P.'S "ALHAMBRA SUB"... FOR REASONS OF RIDERSHIP: MAKING THE NEW COACHELLA TRAIN MATCH THE ROUTE OF AMTRAK'S SUNSET LIMITED, BRINGS DAILY SERVICE ON THIS LINE FROM LA UNION STATION...** In fact, the Coachella train will be the defacto base service on the west end of this line, taking its place in Amtrak's Schedule with the Sunset Limited. But 2 initial runs per day (minimal service proposed for the Coachella train) would make additional deviations fanning out unwise- they'll only water-down convenience & ridership. Though outside of the scope of this project, it will also help the Union Pacific get used to making room for Daily Amtrak Service, which will ease the Sunset Limited's eventual move to Daily operation (see 6B.)

I-254-4

1C. **...AT LEAST AS FAR AS INDIO...** Foolishly, Amtrak only ran the Sunset Limited train 3 days/wk. but presently only 2 days per week! a ludicrous false economy that kills network connections to/from other trains! Made even worse since the Sunset Limited has a lousy on-time performance record, shamefully doesn't reach Miami, FL anymore (Amtrak's last true Transcontinental), or anywhere tracks were rebuilt in the Gulf Coast east of New Orleans after Hurricane Katrina (2005) thanks to George W. Bush! For many reasons displayed on the Sunset Limited cascading thru out Amtrak's network, running trains "less than Daily" must come to an end! <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/temporary-timetables/Sunset-Limited-Schedule/100520.pdf> Until Amtrak's abuse of the Sunset Limited stops, the Coachella train can patch up Amtrak's less-than-daily coverage gap in the schedule, at least in CA (see also #2 below)... we're not doing this to help pinch-penny Amtrak accountants' with their Funny Numbers, we're doing this for rail passengers!

I-254-5

1D. ...on days the Sunset Limited runs, its presence will boost train choices in the corridor...

2. **...BUT BEST TO PUT A HUGE 2ND TRAVEL MARKET ON THE OTHER END OF THE LINE. WHERE? EXTENDING THE COACHELLA VALLEY TRAIN TO PHOENIX, ARIZONA VIA YUMA WOULD GUARANTEE RIDERSHIP SUCCESS, PATCH AN INEXCUSEABLE AMTRAK TRAIN GAP TO MEET PENT-UP DEMAND, & SAVE A STATION:** Some years ago, membership-lobbying group RailPAC's former V.P. Bob Manning said the Palm Spring train (Coachella Train) was already dovetailed into talks to extend it to Phoenix, AZ; the largest U.S. City; -4 Million people- having NO AMTRAK TRAIN! Without knowing where that stands today, facts are: Maricopa (a puny station) doesn't count -an insulting hour & a half bus ride away- from Phoenix' real Station ((b. 1923) (401 South 4th Avenue (x Harrison St.)) still stands, (but) wasted (boarded up). Cities should own their own stations (almost always produces the most viable, multi-use result) and Phoenix should reopen this one, (RailPAC affiliate "All Aboard Arizona" might help persuade Mayor Gallegos, who they've met with before)! It's just 3 blocks south + 3 blocks west of the nearest Valley Metro light rail line turning to the east, which is only 4 more blocks south of Phoenix' Downtown bus plaza (1st Ave.-W. Polk St.-N. Central Ave.-E. Van Buren St.). **THIS MUST BE THE 2ND PHASE OF THE COACHELLA TRAIN: START A STUB IN THIS DOCUMENT TO BEGIN STUDYING GOING TO PHOENIX IN THE NEXT PHASE! KEEP IT AS A STUB & LEAVE IT UNFUNDED (NOT 1 MORE EXCUSE TO DELAY IMPLEMENTATION!) BUT YES IT IS APPROPRIATE when you consider this strategy's purpose is to guarantee ridership far beyond survival by PUTTING A BIG CITY AT BOTH ENDS!** This is what Amtrak trains can do. Why risk losing everything for lack of the Big Picture here?

I-254-6

**THIS IS THE PLACE FOR INCREMENTAL GREEN TECH. UPGRADING! WITHOUT SLOWING ANY PROGRESS, TELL THE ENVIRONMENTAL MANAGERS OF THIS PROJECT WE NEED INCREMENTAL GAME-CHANGING EQUIPMENT & ENERGY FROM THE START:**

3A. FIRST, CALL UP METROLINK (SCRRA), & OFFER TO TAKE ENOUGH EMD F125 DIESEL LOCOMOTIVES OFF THEIR HANDS (I think that = 3; 1 locomotive for each daily train + 30% in rotation/ reserve) TO RUN PUSH/PULL COACHELLA VALLEY SERVICE... AS F125'S PERFORMANCE CHARACTERISTICS "HIGHER-SPEED"-RAIL CAPABILITY (to 125MPH) ARE FAR BETTER-SUITED TO THE COACHELLA TRAIN'S CORRIDOR (LONGER RUNS WITH FEW STOPS BETWEEN), THAN THE START-&-STOP TYPICAL OF METROLINK COMMUTER RUNS WITH STATIONS AS LITTLE AS 3 MILES BETWEEN. (ALSO, TO MEET TODAY'S HIGHER TIER-4 DIESEL ADMISSIONS STANDARDS, F125'S DESIGN ROUTES ALL ITS TRAIN'S POWER INCLUDING HEAD END POWER (HEP) THRU THE PRIME-MOVER + AFTER-TREATMENT SO THE EXHAUST CAN BE SCRUBBED TO TIER 4 STANDARDS; CHICAGO'S METRA F-40PH'S HAD A SIMILAR PROBLEM EARNING THEM THE NICKNAME "SCREAMERS" FOR WAILING AWAY AT RUN-8 WITH FANS TOILING HARD, ESPECIALLY ANNOYING WHILE IDLING IN STATIONS!)

I-254-7

3B. ALTERNATIVELY, CALL UP RAIL PROPULSION SYSTEMS (RPS) OF FULLERTON = [railpropulsion.com](http://railpropulsion.com) & [info@railpropulsion.com](mailto:info@railpropulsion.com) TO BEGIN IMPLEMENTING CLEAN(ER)-AIR ALTERNATIVES: i) FOR REBUILDING LOCOMOTIVES TO SWITCH FUEL TO BURN NATURAL GAS (though still a fossil fuel, it's less-



**Comment Letter I-254, cont.**

worse environmentally, there's no loss of horsepower, & converting to gas saves money), ii) THEN HAVE RPS SELL YOU A COUPLE ZERO EMISSION BOOSTER LOCOMOTIVES (they call a "ZEBL" = a locomotive MU'ed (maybe on the other end of the train for ideal FRA locomotive crash-worthiness?), with its prime mover gone, replaced by racks of batteries or fuel cells) TO CAPTURE BRAKING ENERGY otherwise lost to heat/ friction/ brake wear FOR ACCELERATING AWAY FROM STATIONS, DISTRIBUTED HELPER POWER ON UPHILL GRADES + DOUBLING THE NUMBER OF TRACTION AXLES.

3C. CALL UP U.S. RAILCAR (f.k.a. Colorado Railcar before 2009 post-bankruptcy reorganization in Columbus, Ohio) = [www.usrailcar](http://www.usrailcar.com) TO STUDY i) IF A PAIR OF SELF-PROPELLED FULLY FRA-LOCOMOTIVE-CRASH-STANDARDS-COMPLIANT PASSENGER DMU's (multiple designs available, but ask about US Railcar's 110 Mph PRRIA compatible concept) WOULD WORK MOST ECONOMICALLY IF RIDERSHIP DEMAND IS LOW ON SOME RUNS? (WE ALREADY KNOW THE ANSWER IS "YES, MUCH MORE ECONOMICALLY! (like 3-miles-per-gallon instead of a locomotive's 3-gallons-per-mile"), & ii) IF A SELF-PROPELLED DIESEL RAILCAR (can be ordered with up to 800 hp- as much horsepower as a small switch engine) MIGHT BE USED AS AN IN-TRAIN HELPER AT THE REAR OF LONGER COACHELLA TRAINS- FOR DISTRIBUTED POWER TO CONTINUE THE TRAIN EAST OF INDIO...?

4. FINALLY, CALL FOR OVERHEAD ELECTRIFICATION ON TRANSCONTINENTAL ROUTES (THE SUNSET LIMITED IS ONE OF THEM), SUSTAINABLY-POWERED (BUILD THOSE TRACKSIDE WINDMILLS IN "THE PASS" AREA, AS SHOWN IN THE LOGO- *make it real!*); OVERHEAD ELECTRIC IS THE ABSOLUTE BEST FOR HIGH-SPEED RUNNING & PULLING-POWER ON A HELPER DISTRICT)... & RPS' BATTERY ZEBL's CAN STILL BE USED AS HELPERS!

I-254-7, cont.

CONNECTING TRANSIT IS ABSOLUTELY ESSENTIAL FOR RIDERSHIP! NO CONNECTING TRANSIT? THAT'S A DEALBREAKER!

5A. **AN EXTENSION OF SUNLINE ROUTE #1 OR #1X EXPRESS** (implementation delayed by Covid) **TO AMTRAK'S PALM SPRINGS TRAIN STATION** ("PSN" in Amtrak lingo) **IS ESSENTIAL!** (making the walk from Palm Springs' Amtrak Station to downtown Palm Springs mid-day this time of year could kill you!) <https://sunline.org/sites/default/files/SunlineSystemMap-012021.pdf> If it isn't already, Palm Springs' Station should be owned by the City of Palm Springs. It needs to be staffed with at least 2 agents selling train, long distance bus, commuter, & local bus tickets... to be open as many hours as trains & long distance buses are, with water fountains/ water bottle fill stations for bicyclists, & adequate public restrooms.

5B. **CONNECTING TRANSIT TO GET PALM SPRINGS' RECREATIONAL MARKET IS ESSENTIAL!** FOR THOSE NOT INTO THE DOWNTOWN PALM SPRINGS SCENE, the arrival of Coachella Train passengers will give SunLine Transit the incentive to connect to the Palm Springs Aerial Tram... SunLine buses must go to/from the Train station; SunLine Rte. 4 is closest short line, but needs to extend southwest from Ramon straight across Palm Canyon where it becomes Tram Way, a 3.5 miles driveway to the Tram's base station. The Tram expects you to ONLY come by car (taxi) as its shuttlebuses to only serve loopy car-parking lots at the west end of their driveway. As they go to Indio, SunLine Rte's. 1 (& 1X) serve a larger area. Whatever route it's attached to (in the name of maximizing 1-seat rides) Tram departures are on the half hour, so SunLine should match that! But this service should end within half an hour of the 1st & last Tram, since there's no other destination/ nothing else to do on Tram Way except for taggers, vandals, & thieves.

I-254-8

5C. **AN EXTENSION OF SUNLINE ROUTES TO THE EASTERN END OF CIVIC CENTER WAY INTO THE INDIO TRANSIT STATION** ("INO" in Amtrak-lingo) **IS ESSENTIAL.** THIS STATION'S BLISTERING PARKING LOT SHOULD BE COMPLETELY SHADED WITH SOLAR PANELS FOR SUNLINE'S ELECTRIC BUS RECHARGING, & POWERING A LARGER STAFFED STATION BUILDING. AT ALL STATIONS ON THE LINE- BUT PARTICULARLY THIS ONE- PAVING SHOULD BE RECONFIGURED TO PRIORITIZE BUS EFFICIENCY WITH BUSBAYS PARRALLEL & RIGHT NEXT TO TRACKS TO PRIORITIZE "CROSS-PLATFORM TRANSFERS"! ... Bike facilities should be close-by... with car drivers, whose mode is least efficient, sent to park furthest away from train platforms!

I-254-9

I-254-10

I-254-11

By reaching the same endpoints as more than 1 station on the rail line, a bus can become the "rail emulator" anytime buses run that trains don't. Covid-impacted SunLine's Route 10, designed to be a rail emulator complimenting MetroLink, will connect even farther to the west... But SunLine Route 1 and/or 1X (Express) needs to be stretched north of Downtown Palm Springs (Palm Canyon x Taquitz) WORKING TOGETHER with buses reaching intermediary points the train doesn't, & the Coachella train reaching much further destinations beyond the buses' service area, they extend each other's range & feed each other passengers.

I-254-12

**Comment Letter I-254, cont.**

I don't understand any NEED for trains to stop a short distance southeast of Indio station? (there IS straighter track there... still...) Moving the crowds off MetroLink trains to Coachella/ Stagecoach/ other festivals must be organized by a charter bus company (like CoachUSA) to bridge the gap, since the Empire Polo Club (Madison-Ave 49-Monroe-Ave 52) is far off the tracks & a bit south of east-west SunLine routes. Riverside's County Fair/ Date Festival Ground (Arabia-111-Oasis-Dr. Carreon) is already covered/ handled by Sunline routes. But why should it be necessary to stop the Coachella trains somewhere south of the downtown Indio Station ("IDO" in Amtrak-ThruWay lingo)?

I-254-13

5D. THERE IS A TEMPLATE FOR AN OPTIONAL COACHELLA/ STAGECOACH FESTIVAL STATION (WITH INFRASTRUCTURE NOT NEAR THE TRACKS, REQUIRING BUSING); IT'S FOUND AT METROLINK'S LA COUNTY FAIR PLATFORM IN POMONA; IT SITS THERE ALL YEAR, BUT DUE TO THE PROXIMITY OF OTHER STATIONS, ONLY OPERATES LIKE A FLAG STOP WITH STOPS FOR PASSENGERS GOING TO THE COUNTY FAIR... for some reason, it's seldom used for other large events (drag racing at the Pomona Racetrack, outdoor shows in fairground parking lots) besides the County Fair.

I-254-14

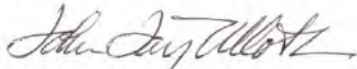
**LET'S GET THIS ENTIRE PROJECT FAST-TRACKED & DONE ASAP! & GET OUT OF THE WAY OF PROGRESS! THIS IS NOT THE LAST OR ONLY AMTRAK TRAIN NEEDED! WHY CAN'T FRA & RCTC TRY TO FAST-FORWARD AT LEAST 1 YEAR OR 2 OUT OF THIS TURTLE-SLOW PROCESS?**

6A. MULTIPLE OTHER RAIL ROUTES NEED IMPLEMENTATION & GREENING-UP BY YESTERDAY! Incremental improvements can come later; the hot breath of Global Warming Control's Expiration Date (DeCarbonize-By-2030) is on our necks!

I-254-15

6B. ON A GLOBAL WARMING EMERGENCY BASIS, FRA & RCTC must focus on the goal of beginning service NOW zeroing-out all BUDGET-SUCKING, TIMEWASTING INFRASTRUCTURE CHANGES (NO TO ALL GRADE SEPERATIONS, YES TO BUILDING SIDINGS NOW, LONG ENOUGH FOR THE COACHELLA TRAIN TO PASS BY ONCOMING FREIGHTS AT CHOKE POINTS WITHOUT STOPPING)!

"For Better Transit - & More of It"



(John Jay Ulloth)



# Comment Letter I-255

**Bruce Campbell**

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**Subject:** Comment on Coachella Valley San Geronimo Pass Rail Corridor Service Program Draft EIS/EIR (from L.A. Union Station)

July 4, 2021

Federal Railroad Administration  
Amanda Ciampolillo, Environmental Protection Specialist  
1200 New Jersey Ave. SE  
Washington, D.C. 20590

Dear Ms. Ciampolillo and to whom it may concern at the FRA and beyond,

Thank you for accepting these comments in regards to the exciting proposal for a Downtown L.A. to Indio train route.

1. I strongly favor the Downtown L.A. Union Station to Indio route, and urge that this L.A. to Indio route be a "fast-track" priority – both literally and figuratively. I prefer that speeds be limited to 110 to 120 MPH; } I-255-1
2. Please study the (very obvious to me) viability of a Downtown L.A. Union Station to Indio to Phoenix, Arizona, route which would clearly have financial viability since Phoenix is not only the 5<sup>th</sup> largest city in the USA, but is an hour and a half from an Amtrak station!; } I-255-2
3. One excellent reason to choose that L.A. to Indio route is that it would be a lot more timely and less complicated because the proposed route through Fullerton and Riverside would involve DIFFERENT FREIGHT RAILROAD DISPATCHERS at DIVISION POINT BOUNDARIES – if one goes to the trouble to have this route and to have the train run at fairly high speeds, why would one choose the route which faces major delays because, as you are likely well aware, FREIGHT TRAINS HAVE PRIORITY OVER PASSENGER TRAINS in the USA?!? (Addition of July 5<sup>th</sup>: I have just been informed that actually passenger trains are supposed to have priority over freight trains but Congress has never enforced it so the freight operators instead favor freight trains. SO INSIST THAT THE RULES BE ENFORCED – Passengers First!) } I-255-3
4. Given the reasonably steady proposed route, rather than having numerous starts and stops, it may well be wise to acquire EMD F-125 diesel locomotives for the project, so please study this option; } I-255-4
5. Please seek to convince Rail Propulsion Systems of Fullerton to switch to cleaner fuel while also seeking to store (in battery or fuel cell) "regenerative braking energy" to help power the trains; } I-255-4
6. Please also evaluate the possibility of overhead electrification on each of the routes proposed; and } I-255-4
7. It would make sense to extend SUNSHINE RT. 1 or RAPID RT. 1X to Amtrak's train station in Palm Springs (unless you want walking passengers perishing from heat while walking between stations). } I-255-5

Thanks so much for your consideration of these concerns.

Sincerely yours,



Bruce Campbell  
10008 National Bl. # 163  
Los Angeles, CA 90034

## Comment Letter I-256

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Brian Yanity

Hi, my name is Brian Yanity, and I am Vice President South of the Railroad Passenger Association of California and Nevada or RailPAC, and thank you again for this opportunity to give comments this evening on the Coachella Valley Tier 1 program EIS/EIR, Coachella Valley Rail, I should say.

RailPAC is a 501C3 volunteer group of railroad professionals and advocates that have campaigned for improved personal mobility in California and the west since 1978. RailPAC applauds the efforts to advance additional intercity rail services in the Los Angeles Union Station and Coachella Valley, and it has long been a goal of our organization, the California State Rail Plan and many in Riverside County, and we recognize this is a Tier 1 program EIS/EIR, which is one step of a multi-phase-iterative process, and details such as passenger station locations and so forth will be evaluated the next phase; however, RailPAC wants to emphasize how this project can open the door for future projects and goals much greater than the proposed or evaluated Tier 1 passenger rail service option of two daily rounds trips between Los Angeles Union Station and Coachella Valley.

I-256-1

RailPAC fully supports the main feature of the preferred bill alternative option 1, which is construction of a new third mainline track 76 miles long along Union Pacific Railroad along the existing Yuma subdivision between Colton and Coachella.

I-256-2

Given the capital costs of the third mainline track proposed from Colton to the Coachella Valley, RailPAC wants to emphasize a variety of benefits to passenger and freight rails that are possible with this investment additional track capacity.

Any proposed service in the Coachella Valley Rail Corridor and capital improvements associated with it must be a building block for future expansion, and I am just going to briefly list a few initiatives that would also benefit from this investment and add significant public value to any capital grant request for a Colton Coachella third mainline track and perhaps we should evaluate them in the Tier 2 of CIR, that's greater frequency than proposed -- greater frequency, like much more than two round trips a day, maybe 6 or 12 preferably with higher speeds, a daily Amtrak sunset limited, which has long been a of our organization, and also many in Riverside County benefit the Union Pacific Freight rail. With the new third track, UP can run a lot or conventional freight trains, along with short-haul and medium-haul trains to get trucks off I-10.

I-256-3

The new California-Arizona passenger service that Amtrack has proposed, extension to the Imperial Valley as proposed by RCTC's 1991 study that's down to Coachella -- or sorry, to El Centro, Calexico, and I guess that's the end of my three minutes. Thank you very much.

## Comment Letter I-257

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Reed Alvarado

My name is Reed Alvarado. I am a resident of Palm Springs, and actually a car-free resident of Palm Springs. I am a frequent user of Amtrak's current three-way bus service to Fullerton, and I understand the that the interest -- which makes a lot of sense for RCTC -- to want to serve Riverside. That being said, I think it is incredibly important that in the next EIR, there is a specific plan outlined that expands on the dedicated shuttle comment, and hopefully improved access either through BRT or what have you to the SB line or the Arrow Rail for faster and more convenient access to Metrolink and the Inland Empire.

I-257-1

I also wanted to support Margo's comment about a mid-valley station. As we know in Palm Springs, the current station is located in a very desolate area, and Agua Caliente, SunLine Transit Agency, CSUSBPD are all areas that are served in the Mid-Valley area. I just wanted to echo that support for a Mid-Valley Station option, and, you know, coordinate with the local transit agency in the future for added connections for people once they get off that line, and finally I wanted to just support the previous comment for a full corridor third track for increased frequency.

I-257-2

As we all know, two daily round trips won't suffice the desire to be able to live in this region car-free and access the second largest city in the country, but it is a great starting point, and I fully support this project, and I just wanted to see more car-free transit options and accessibility for the Coachella Valley. Thank you very much.

I-257-3



**Comment Letter I-258**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Anthony Tristan

I am a long term resident of the Coachella Valley, but I have also lived in Orange County, LA, and the San Francisco Bay Area, and I have had the opportunity of taking the BART, which is very convenient from Berkeley to San Francisco state. I am an educator from Palm Springs Unified School District, and I am very excited to know this is finally being talked about. I mean, considering Walt Disney had the first monorail in the western hemisphere back in the 60s.

I did commute recently a couple years ago to USC three or four times a day -- I mean three or four time as week for my Master's in public administration, and prior to that in the early 2000s, I had to commute to Cal State Long Beach, so I am very excited that a rail system is going to be implemented hopefully soon.

It is much needed, especially since Palm Springs has been a destination since the 20s, and I worked at a place in Desert Hot Springs where supposedly Al Capone was visiting in the 20s, so this place has been well known for people coming from LA, and I think it is long overdue. Japan has been building monorails since the 1960s. I am grateful that you guys are working on this. I appreciate it. Thank you for allowing me to comment.

I-258-1

**Comment Letter I-259**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Peter Green

I am Peter Green. I am a resident of Palm Desert.

I support the proposal.

} I-259-1

I would like to reiterate that besides having a station at Bob Hope, I would hope they would consider a station in University Park where the proposed Cal State campus is going.

} I-259-2

Across from that, there is a 100 -- or a 10,000-seat arena being built as we speak, and the Seattle Kraken Minor League team will be based there.

} I-259-3

Also, I would like to see in the final report if additional trains could be provided for special events like Coachella or athletic events or other things.

} I-259-4

My other concern, which I also put in writing is I believe that the North Palm Desert residents will want either a sound wall or some other mitigation like landscaping for additional rail noise. They are already upset about the rail noise as it is. But, again, I support the project and thank you for your time.

} I-259-5

**Comment Letter I-260**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Timothy Papandreou

Thank you. My name is Timothy Papandreou. I am a resident of Palm Springs, and I am a transportation planner. As well, so I really applaud the efforts to try to get this corridor under way. Let's figure out how to get this expedited to get this service from LA to this area as quickly as possible. I do want to highlight two things.

One is that we want to make sure that the access to and from stations really look at the surrounding street designs focusing on making sure there are prioritized areas for bicycles and transit bus access.

We also want to mention that in Palm Springs their recent climate action work has basically identified that regional trips are growing much faster than they can handle, which is increasing their carbon footprint impact. So this is a regional corridor with regional trips reduction prospects, but only if they are really connected to the areas that they serve, so I really want to see much stronger connections with the street design from the tourism stations, the transit access, the bicycle access with parking, and more interoperability designed for how it links in with the Metrolink system, but, overall, I think this is fantastic, and I am so glad you guys are moving forward in this. Thank you.



I-260-1

**Comment Letter I-261**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Barbara DoCouto

Hi, my name is Barbara DoCouto, and I am so excited about this transaction that is being done. I have lived here in Sun Lakes for 21 years, and the last 16 years, like I said, I take the train every weekend in the summer because I am originally from Rhode Island, and I miss the ocean, and I drive down to the Riverside downtown station and do that every weekend. Unfortunately we have had a lot of mishaps, like a lot of trains having to be stopped because of people trying to commit suicide and all, and I don't know if there is anything that can be done about that. That is very discouraging, which I have sometimes had to come home late at night, but I am so happy that this is being done. I have been talking about it to the conductors every time I go on the train. I am going to be 80 years old in August, and I don't know how long I can be driving down to the Riverside station.

} I-261-1

} I-261-2

Me living in Banning, it would be so convenient for me to get my beach bag on that train and hop on and get off really quickly, and I appreciate all of the work that you folks are doing, and we really, really need it in this area because Banning and Beaumont area is really growing and there is a lot of senior communities here, and this would be so convenient for the elderly to get on a train to go to LA to concerts or go to a ball game, and we so appreciate what you guys are doing, and good luck in your endeavor.

} I-261-3

Thank you for listening to me.

**Comment Letter I-262**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Margo Bell

Well, I just commented on the Palm Springs station as is, which is terrible, and a lot of people don't even know it is there, but another gentleman also commented on that, so I think we have looked at that issue that we certainly need something better than what is there that most people don't know about. And I do like that place at Bob Hope Drive at the corner, near Agua Caliente, but the other place near the college, I think that is on Cook Street, that's an excellent spot too, but I think they were keeping that for further expansion and for parking places for the college, which is going to grow and grow.

I-262-1

I have nothing more to say except that I am excited about this wonderful train.

I-262-2

I think you are doing a great job, and I am so glad that Donna Reed a representative for Indian Wells is spearheading it here and getting us all excited about it in Indian Wells. Thank you, Donna. Good bye.



**Comment Letter I-263**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Lisa Middleton

Thank you. I am Lisa Middleton, member of Palm Springs City Council, as well as member of the Riverside County Transportation Commission. All of us in Palm Springs are very well aware of the need for improvement of the Palm Springs train station. I can tell you that council will look very enthusiastically at making those improvements as we progress toward achieving the kind of train service that is being envisioned here this evening. Thank you.

I-263-1

**Comment Letter I-264**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Gary Levin

Good afternoon, this is Gary Levin. I live in Riverside. I have spent quite a bit of time living in the desert for about 10 years, and I think this is a great idea. It is quite ambitious. I am sure there are a lot of hurdles to get over. Living in the Coachella Valley sort of is a different experience. It is a different environment, a different community.

I-264-1

You do feel cut off from the rest of Southern California at times, but I think this is a great idea because I think it will help with the people that feel isolated out there. It will certainly help senior citizens to get back and forth.

I agree with the comment about where the train stations are located. That has to be a critical thing. One thing I think we have to consider is how much growth there will be for the next 25 to 100 years.

I-264-2

Palm Springs used to be isolated. Now there is a lot of commercial educational going up along the I-10 railroad corridor. There were a couple other things I wanted to comment on. Oh, I wonder how much support you are getting from our elected state representatives in this endeavor, and that's about it.

## Comment Letter I-265

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Brian Yanity

I won't take too much time on the second comment, but an additional thing we wanted to comment on, we being RailPAC, the Rail Passenger Association of California and Nevada. When it comes to noise and vibration of the passenger rail operations, at least one speaker brought that up earlier and in relation to section 3.6, that is mitigation strategy LU3, Land Use Consistency in the draft EIR documents, RailPAC recommends that sound walls and sound dampening ballast in the rail beds should be implemented where the track passes close to residential area. I think someone mentioned north Palm Springs.

I-265-1

We were also thinking the Loma Linda area. And then on the station location, one comment we had about the Cabazon station, so far in the Tier 1 EIR/EIS, it was identified Beaumont/Banning/Cabazon as a single station opportunity, or at least a single, kind of, a long, you know, corridor along the map; however, we believe there is enough reasons to explore two stations, one for Beaumont and Banning and the other specifically for Cabazon. There are several attractions located specifically at Cabazon, which merit a stop. I think we all know what those are. However, it is somewhat disconnected from Beaumont and Banning, so I would likely see more commuter traffic in Beaumont and Banning versus tourist to Cabazon, and we are trying to force either group to use one or the other station for an entire area will depress ridership from both, so I think we should have two stations in that area. Thank you.

I-265-2

**Comment Letter I-266**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/22/2021

**Commenter:** Genevieve Judge

Oh, okay. I just have a question. I just want to send this information to other people in other counties that might be impacted, Orange County specifically. Is there a place where I can get a copy of this presentation that you gave, the one we just saw and the one we went through previously?

I am very excited about this.

I have often wondered why we don't have rail service between here and LA. I live in Palm Desert. So is it possible to get this to send to somebody and prep them for the next meeting?

I-266-1

**Comment Letter I-267**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Dan Wentzel

Good morning. I wanted to thank you for this great presentation. I understand the project a lot better now, and I fully support it. I -- if I could make one recommendation, it is that it would have a longer same-day turn-around time in Los Angeles, if that is possible, instead of three hours, maybe four or five hours.

I-267-1

Other than that, I think the project should be built in such a way that it allows for further extensions to, as was stated, to Yuma, Phoenix or to Imperial County, EL Centro, Calexico, Mexicali, and should allow for more frequency. I think this is going to be a very, very popular service, and I am excited about it, and I look forward to riding it.

I-267-2

So thank you very much for your time, and it -- I would like to be able to -- that discussion of why it is Amtrak rather than Metrolink, if someone could provide a link to that, I would love to be able to get to that. I get asked that question a lot when I get asked about this project, and it has to do with funding. I would love to have a link to read that and understand that more fully. Thank you.

I-267-3



## Comment Letter I-268

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Tom Liebman

Yes. Good morning, everybody. Thank you very much for the opportunity to comment. My name is Todd Liebman, and I am the president of All Aboard Arizona. We are a non-profit group here in Arizona that advocates for improved passenger rail in Arizona and throughout the southwest.

I just wanted to express our whole-hearted support, of course, for your program and your looking at this. It was an excellent presentation, and I appreciate it.

I-268-1

We would like to advocate, though, that you not forget about one of our top priorities, which is the Daily Sunset Limited. Some of the question – comments and questions have centered on the fact that obviously getting the same-day return from LA would be nice. Well, the Sunset Limited on its current schedule leaves late in the evening, so that would help to accommodate that at least with -- perhaps, you know, two stops at least, maybe three stops along the route. Obviously, Amtrak's working towards service improvement.

I-268-2

Going beyond the Daily Sunset, which is really a major priority, and I would urge you not to lose sight of that because that would really increase your mobility in the corridor without the additional operating expense, but, also, we feel it is very important to keep extensions to Yuma, Phoenix and Tucson in the mix. And one of the reasons we are so supportive of your project is because that would allow that to really come to fruition.

I-268-3

Again, it was mentioned in the frequency. I think your two roundtrips add to a -- several -- couple of roundtrips, perhaps to Tucson, Phoenix, Yuma, would really increase service in the corridor, and we feel there are a lot of Arizona travelers that would be traveling to the Coachella Valley, and this would be a tremendous opportunity to link one of the country's largest metropolitan areas and a large metropolitan in the form of Tucson and Phoenix to LA and also the Coachella Valley region.

I-268-4

Again, we are wholeheartedly supportive. We would like to see the schedule moved up faster to get the service going as quickly as possible, and extensions. Thank you for the opportunity to comment this morning, and I wish you all the success with your project. Thank you.

I-268-5

## Comment Letter I-269

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Brian Yanity

Hello. Good morning, everyone. Thank you again for this presentation, and, of course, the opportunity for us to speak. My name is Brian Yanity. I am vice president south of the Rail Passenger Association of California and Nevada or RailPAC. RailPAC is a 501(c)(3) volunteer group of railroad professionals and advocates that has campaigned for improved mobility and improved passenger rail in particular in California and Nevada since 1978.

I will -- wanted to follow up on what my colleague at All Aboard Arizona, Todd Liebman, just said about keeping the Sunset Limited on the radar for this project, even though we do recognize that, you know, Amtrak negotiations with UP are technically separate from RCTC and FRA's negotiations on the Coachella Valley Rail Service, but the reality is they would be using the same infrastructure, and the same Daily Sunset Limited as Todd mentioned could compliment the Regional East Coachella Valley Rail Service very well.

Around the country one of the markets that are served by a long distance train, like the Sunset Limited, are shorter distanced trips within that corridor. For example, the Sunset Limited could add extra schedules off peak for someone with a roundtrip ticket going through the Coachella Valley during the day, and then they can go back to LA late at night or vice versa on the Sunset Limited, because people complain about the Sunset Limited stopping in Palm Springs between 12:30 and 2:00 in the morning or 5:00 in the morning if it is late. But that could actually be an advantage if you are complimenting service during more quote/unquote bankers hours that the Coachella Valley rail could be doing.

But back to really the focus of this EIR, RailPAC fully supports the main feature of the preferred option, build alternative option 1, and that is construction of a new third mainline track from 76 miles -- with 76 miles in length from Colton to Coachella Valley along the Union Pacific Railroad's existing Yuma subdivision.

You know, we would like it to be more, of course -- more passenger track everywhere, that's our organization's position, but we do think this is a good start, and we want this record and decision to happen soon, that way we can get building and to doing extensions to it, like the greater frequency and speed people are desiring, more than two partnerships a day and faster service, which we hope will be planned for.

I-269-1

I-269-2

I-269-3

**Comment Letter I-269, cont**

Along with that, back to Arizona service, yes, RailPAC also fully supports regional trains, and Amtrak has recently proposed between Tucson, Phoenix, Yuma, Coachella Valley, and LA on top of this Coachella Valley Rail Service and on top of the Daily Sunset and we fully support an Imperial Valley extension to Calexico.

Thank you very much for the opportunity to comment.

I-269-3

**Comment Letter I-270**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Mariela Loera

Hello, I am Mariela. I am a public advocate with Leadership Council, which is a state-wide community-based organization. I am based in the Coachella Valley, and most of our work focuses on the unincorporated communities in the Coachella Valley, like Thermal and Mecca.

I am very excited to see a project like this. It is very exciting to see transportation being expanded to those unincorporated communities who have a very hard time reaching those areas. So that's very exciting.

} I-270-1

And like the previous comment, I also think the Option 1 is the best option.

} I-270-2

So in regard to the service, fully supportive of this project, very excited to see it being planned. I am aware the comment is only for the service, but I do want to mention the importance of considering green and zero-emission technology, at least at the station in Coachella Valley, because as your EIR mentioned, these communities are very vulnerable and already have a lot of pollution in the area, especially from the Salton Sea. That would be a very important feature to keep in mind.

} I-270-3

But fully supportive and excited for this project. Thank you.

**Comment Letter I-271**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Tom Tokeim

I am Tom Tokeim. I live in Rancho Mirage, middle of the Coachella Valley, and I think it is important to have a mid valley station and be very convenient.

The Amtrak station in Palm Springs is somewhat removed. It is three or four miles from downtown. It is -- got some safety issues depending upon time of day and weather issues. I really think that a mid valley location in Palm Desert would be most functional.

I-271-1

There is a new 11,000-seat arena approved and started in development off Cook Street, and it will host a Minor League Hockey team, and there will be concerts and other events, you know, totaling about 150 a year from what they have said. And so, you know, being able to get on and off the train and get to them, it would be more convenient. There is also hotels, two or three hotels off of Cook Street, and it is near the university, the Cal State San Bernardino Palm Desert campus and the UC Riverside campus. So I think that it is a safe area and there is adequate parking. I think it would be very functional. I think a lot of people would utilize it there, so hopefully that will be taken into consideration when sites are looked at. Thank you for having this presentation, it has been very helpful for me.

I-271-2

## **Comment Letter I-272**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Heather Ross

Hi, my name is Heather Ross. I want to follow-up regarding the other two questions I have posed that have not been answered. The first is with regard to the I-10 having originally been designed to have a train corridor included, and has this not been investigated as an option. And the other question is with regard to the Ontario Airport Hyperloop development. Has this also been considered as a transportation link to Palm Springs and Los Angeles?

I-272-1



**Comment Letter I-273**

**Comment Format:** Public Hearing Official Comment

**Date:** 6/26/2021

**Commenter:** Ian Stewart

My name is Ian Stewart. I am president of Rail Propulsion Systems. I want to make sure I stay on the scope of this meeting and give our support as the Option 1 that has been supported by some of the other speakers, and I want to show our support for the expansion of passenger rail on all forms, be it our focus, which is commuter rail and improving metropolitan areas, and its interface with the larger projects and interstate projects such as this one.

I-273-1

Thank you all for your efforts, and if there is anything we can do to support zero-emissions locomotives in any of these projects, we are more than happy to do so and speak with you about it. Thank you for your time.

I-273-2

## PUBLIC SUBMISSION

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

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

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

Document: FRA-2021-0048-0259  
Comment from Warren Palmer

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### Submitter Information

Name: Warren Palmer

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### General Comment

I AM A RETIRED SANTA FE RAILWAY EMPLOYEE LIVING IN LA QUINTA CA AND FULLY SUPPORT THE IDEA OF RAIL SERVICE BETWEEN THE COACHELLA VALLEY AND LOS ANGELES. AS IT WOULD ENORMOUSLY INCREASE PASSENGER TRAVEL AND COMMERCE FROM INDIO TO LOS ANGELES FOR YEARS TO COME.

} I-274-1

**Comment Letter I-275**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** John Harris

I am just a bit confused, is this going to be a high speed railway project?? Because if not, it is concerning how fast the train will travel and how long it will shorten the time compared to car travel from Palm Springs to Riverside. I was looking forward to this, thinking it will be a high speed train. I would just like to know how many mph the train plans to travel. Thank you.

I-275-1

**Comment Letter I-276**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** Howard Hoffenberg

To bring in tourist, the money is better spent expanding the Palm Springs airport. The rail line is not consistent with character of the Coachella Valley tourists.

} I-276-1

**Comment Letter I-277**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** Richard McCurdy

This rail system would greatly benefit all of California as cars will come off the roads and more people will ride trains. We all hate traffic. Bringing in the rail will HELP students get to classes and concert goers to hopefully a Cook street stop where the new 10,000 seat stadium is currently under construction not to mention UC-Riverside located off Cook Street. As well as desert folk who are mostly retirees who would love to get a a train and take it to the beaches. This rail line will also relieve congestion for the BPN tennis tourney, Coachella Music fest and well as Stagecoach festival. Please help get this train through. We ALL NEED IT DESPERATELY!!!!

I-277-1

**Comment Letter I-278**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** Jerry Rutledge

A train to Palm Springs from Los Angeles is decades overdue. Do it now.

} I-278-1



**Comment Letter I-279**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** Ross Wittman

Good morning. At last night's City Council meeting (7/6/2021), the Redlands City Council approved the submittal of a public comment on behalf of the City for the CVR Project. Upon this approval, which occurred late last night, staff attempted to upload the comment to the site and was unable to do so as the link had been removed prior to midnight. City has submitted a hard copy of the public comment to:

Federal Railroad Administration

Amanda Ciampolillo, Environmental Protection Specialist

1200 New Jersey Avenue SE

Washington, DC 20590

However, we would like to ensure our comment is received. Can you please provide me with a method to submit this letter to ensure it is received and included within public comment?

I-279-1

**Comment Letter I-280**

**Comment Format:** Email

**Date:** 7/7/2021

**Commenter:** Esmeralda Sanchez

This project would bring a lot of great things for our cities in the Valley, and would bring a lot more entertainment culture. It would also benefit anyone that wants to just explore more cities in a safe and convenient way.

I-280-1

**Comment Letter I-281**

**Comment Format:** Email

**Date:** 7/11/2021

**Commenter:** Friedrich Bellermann

After reading about this project today in the Press Enterprise, I visited your web page. It's nice to see that you posted public hearing dates and times. Too bad you forgot to indicate WHERE they were being held! Please be sure to get that right the next time and request media, such as the PE to publish them.

I-281-1

I see that Redlands / Loma Linda may get a station and that's nice because the impending Redlands line will require a non-sensical transfer in San Bernardino for most trips to Union Station. I further note, to my dismay, that your proposal also fails to serve Ontario airport, even though a rail corridor is adjacent. I strongly urge you to consider this.

I-281-2

## Comment Letter I-282

**Comment Format:** Email

**Date:** 7/12/2021

**Commenter:** Ken Alan

I applaud the effort to bring much needed rail service to the Coachella Valley. However, let's not make the same mistake we usually make with rail transit — putting stations out in the middle of nowhere that require a transfer.

When the Bay Area Rapid Transit System (BART) was built in the 1970s, to save costs many of the stations were built in the middle of the freeways (non-destinations) and required some kind of transfer to get to a final destination. Any airline traveler will tell you they prefer non-stop flights because connections dramatically increase the uncertainty and problems with travel. Airline delays can make you miss a flight, luggage gets transferred to the wrong plane or misses the flight, etc.

Currently the Coachella Valley-San Geronio Pass Rail Corridor Service calls for using the existing AMTRAK station off Indian Canyon Road near I-10. This station is literally out in the middle of nowhere in a high wind, blowing sand area. Indian Canyon is regularly closed due to flooding and the alternative route via Gene Autry adds a good half hour to travel into Palm Springs. There is no overnight parking at this location so riders would have to take some kind of expensive taxi or UBER service to the station. The last time I was out there there were no public phones and no live transit workers. There is no water or food service. It's basically a bus stop in an extremely hostile environment. Safety is going to be a major concern. It will only take one group of thugs coming in a van to hold up a trainload of riders at gunpoint to kill the service. Even so, there's no positive word-of-mouth that will come of using this station as the stopping point for Palm Springs. Indio is not a destination and Coachella is only a destination for the 3 weekends of the music festivals. No doubt those cities are eyeing rail service as a way to attract tourists but the simple fact is there is no tourist draw beyond the seasonal festivals to attract riders.

For the CVSGPRCS to be successful you must have a destination train station in the valley. "Destination" meaning the place you get off the train and stay, without having to make any kind of connection. For the reverse travel, desert residents traveling to Union Station in Los Angeles, you must have safe & secure overnight parking. It's too long a trip for a day trip. So, there's a rather obvious solution to these problems at hand — build a train station that connects to the Agua Caliente Casino in Rancho Mirage. There is ample secured parking for train raiders and many LA visitors need go no further than the resort to vacation in the valley. Those

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wishing to venture beyond the resort can find reliable transportation down Bob Hope which, unlike Indian Canyon, has never been closed for flooding or blowing sand. The resort offers food, beverage, shelter and security for train riders. Other amenities, like shopping centers, could be built inside of a train station.

To the best of my knowledge all of the area Indian Tribes routinely bus in tourists from Los Angeles to shop at their outlet stores (Cabazon) and play at their casinos. In particular, they target groups that do not drive/don't have cars. So I would infer the tribes (I'm including Morongo Casino as another destination stop) would see the value of investing in station construction to help realize the train service.

I have covered business in the Coachella Valley for over 20 years, so I know what I'm talking about. Please feel free to contact me if you need additional information.

Regards,

Ken Alan

Managing Editor, The Public Record

Host, The Public Record Podcast

I-282-4,  
cont.

**Comment Letter I-283**

**Comment Format:** Email

**Date:** 8/26/2021

**Commenter:** Jeffrey Mihalik

Why are only two round trips a day being considered? Shouldn't the alternatives analysis include 4, 8, 16, even 20 trips a day? More people will ride if they have more times to choose from and will still have an option if they miss the first train or it doesn't leave at quite the right time. In places where trains are popular, intercity trains commonly leave once an hour. As it is, I'm afraid you will spend a lot of money on a project no one will use because it is too inconvenient.

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I also question the decision to avoid the San Bernardino Metrolink line in favor of routing via Fullerton. The San Bernardino Metrolink link route would produce much faster trip times. Higher speeds are important and will produce much larger ridership.

I-283-2