

Comment Letter I001 (Thomas Hartmann, July 24, 2007)

HIGH SPEED RAIL AUTHORITY
BAY AREA TO CENTRAL VALLEY DRAFT EIR/EIS
JULY 24, 2007

THOMAS HARTMANN
605 ORCHARD AVENUE #44N
HAYWARD, CALIFORNIA - 94544-200

RECEIVED
JUL 25 2007
BY:

Dear Sir,
I would like to comment on the high speed rail corridor to the SF Bay area. I also have a few questions.
I would recommend that the HST enter the SF Bay area via Pacheco Pass south of Henry Cole Park. There is already some environmental impact from state route 152 (PACHECO PASS). This route would allow you to service both the San Jose to SF route and the San Jose to Oakland route.
I have some questions + concern about the route. On the ~~map~~ SAN JOSE OAKLAND ROUTE you card map shows a station labelled HAYWARD I 880, with a location between San Jose + Union City. Did you make a mistake? I live in Hayward. This town is located south of San Leandro and north of Union City. The Oakland terminus is labelled WEST OAKLAND/12 STREET CITY CENTER. Did you perhaps mean the OAKLAND JACK LONDON SQUARE STATION? The two stations you listed are both (BART I.E. BAY AREA) stations. One in OAKLAND CITY CENTER AND the other in West OAKLAND

HIGH SPEED RAIL AUTHORITY
JULY 24, 2007

Along the SAN JOSE TO SF route, there's a station adjacent to SAN JOSE/OAKLAND called Altamira/Chabon. Could you explain this? Do you mean the Santa Clara (city) station. There is a planned BART extension from Fremont to this approximate vicinity.
As you may be aware between San Jose and San Francisco there have been numerous fatalities on the tracks caused by pedestrian invasion and vehicle crossing. I strongly urge that strong barriers be erected for the 220 mph route. Also place back of the minor grade level crossings + provide either bridges over, or tunnels beneath the tracks for automobile traffic.
There is a safety issue for the South San Francisco Altamira Station. The Union Pacific Railroad has the practice of parking large rail road tank cars filled with numerous chemicals including anhydrous ammonia on the track along their right of way.
The other ~~station~~ concern I have is the Redwood City/Palo Alto station. What do you mean by this? Altamira has a Palo Alto and a Redwood City station. If there is a choice I'd suggest the Palo Alto station, since it serves the Stanford University community as well as Palo Alto.
I look forward to riding the HST.



Response to Letter I001 (Thomas Hartmann, July 24, 2007)

I001-1

Chapter 8 of this Final Program Environmental Impact Report/Environmental Impact Statement (Final Program EIR/EIS) identifies the Pacheco Pass near State Route (SR) 152 as the Preferred Alternative, consistent with this comment. Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I001-2

The labels being referred to in this comment contain the alignment name rather than the station location names. West Oakland or 12th Street City Center are two station location options, near or under the Bay Area Rapid Transit (BART) stations.

I001-3

The "Caltrain Shared Use" symbol is not a station but rather identifies the alignment. The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) are aware of the proposed BART extension to San Jose and Santa Clara.

I001-4

The high-speed train (HST) system would be fully fenced to prevent encroachment onto the tracks.

I001-5

The HST system would be fully grade separated. If appropriate, some streets may be closed at the tracks.

I001-6

The HST tracks would be fully separate from the freight tracks.

I001-7

The Authority and FRA acknowledge the commenter's support for Palo Alto. Please see Standard Response 3 and Chapter 8 of this Final Program EIR/EIS. The Palo Alto site will continue to be investigated at the project level if the HST project moves forward. The preferred alternative for the "Mid-Peninsula Station" is to "continue to investigate both potential sites and working with local agencies and the Caltrain JPB determine whether a Mid-Peninsula station site should be recommended."

I001-8

The Authority and FRA acknowledge Mr. Hartman's desire to ride the HST.



Comment Letter I002 (Robert S. Allen, June 27, 2007)

28 July 2007
 cc: Dan Lowitt
 F.U. Got your name out of DEIR. A couple of things I asked in quick pass:
 Figure 1-11 Map should show I-580 near Livermore & Altamont pass,
 bypass is north of south of Union City.
 Page 9-5 line 1: add "fill in after send".
 Bob Allen
 223 Donner Ave.
 Livermore, CA 94551
 27 June 2007
 RECEIVED
 424 JUL 30 2007
 BY:

California High-Speed Rail Authority
 925 I Street, Suite 1425
 Sacramento, CA 95814

Confirming and extending my remarks at today's Board meeting, I hope that you will consider these concepts in your Draft Bay Area to Central Valley HST Program EIR/EIS:

Page 19. Delete the Travel Times to Sacramento. Service from the Bay Area to Sacramento should be via Martinez. That travel would not go by either the Altamont or Pacheco Pass. 1002-1

Plan for three routes: 1002-2
 1. LA-Pacheco Pass-SJ-SF;
 2. SJ-Okld-Mtz-Sac; (Capital Corridor Rt, but via Mulford)
 3. LA-Valley-Sac.
 Actually only 2 HSR routes and 1 Capital Corridor.

The old SP Valuation Maps suggest ways to speed up Okld-Sac run times, but they would obviously need BCDC approval. 1002-3

Work with Caltrans and BART to extend BART's I-580 line to Greenville Road, with probably two stations in the freeway median: West Livermore near Isabel and East Livermore near the truck scales. East of Greenville Road, it would go under the Westbound I-580 lanes and up to the old SP roadbed. It would follow that roadbed and Old Altamont Pass Road to Mountain House, then to Tracy, and on to an intermodal station on your LA-Sac spine line. (BART trackway costs roughly \$12.5 million/mile in a freeway median, including ballasted double track, traction power, train control, and fencing, but not including stations, cars, land, earthwork, structures, or environmental work.) 1002-4

Unlike freight rail over the Altamont, which is very sensitive to grades, passenger trains such as BART or HSR should easily take 3% grades. If you do run over the Altamont, there appears to be no need to follow the longer and winding freight railroad lines. BART might be a better bet for Central Valley commuters to the Bay Area than HSR.

An Oakland intermodal station near Magnolia (Old SP-WP crossing) would make sense with a new BART West Oakland by-pass line running from the Washington Street portal near downtown Oakland, along the water side of I-880 and the old WP diagonal, back of the post office, and over the SP yard to the Trans-Bay tube. I realize this would be expensive, but it seems like the best way to get a real intermodal in Oakland. BART's Trans-Bay tube would eliminate the cost of an HSR tube under the Bay, yet provide San Francisco passengers really good access to HSR to Sacramento. 1002-5
 1002-6

Your future line between San Jose and Oakland should include a stop at Santa Clara (where a people-mover to SJ airport is planned) and follow the Alviso and Mulford lines through Newark. Possibly it could stay on the water side of I-880 between Mulford and Fruitvale, bypassing Elmhurst and Melrose. Whether or not you run via Elmhurst, you could have a station with great Oakland Airport and BART connections where you run under the planned Oakland Airport people-mover. 1002-7

At one time, I strongly favored an Altamont route. With CTC's CMIA decision Feb. 28, it looks like I-580 could be widened enough for BART to Greenville Road. A Pacheco Pass route would simplify operations and greatly reduce the cost and impacts of a line over the Altamont, through the Livermore Valley, and down Niles Canyon. 1002-8

I would be glad to discuss these ideas with you or your staff. I am retired from SP (Engineering and Operations), and have experience with D&RGW and C&NW, which are also now part of UP. I am a Life member of AREMA, serve on Committees 12 (Rail Transit) and 17 (High Speed Rail), and was an elected BART Director from 1974 to 1988. 1002-9

Robert S. Allen
 Robert S. Allen
 (925) 449-1387



Response to Letter I002 (Robert S. Allen, June 27, 2007)

I002-1

Depending on their origin and destination, rail system riders will typically make a decision regarding the best route depending on the convenience, safety, travel times, and costs. For instance, South Bay riders could well select an Altamont HST service to Sacramento. This alternative was therefore evaluated in the Draft Program EIR/EIS.

I002-2

Pacheco Pass is identified as the Preferred Alternative in this Final Program EIR/EIS. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. The HST route from Los Angeles to Sacramento is assumed as part of the statewide HST system. Improvements to the Capitol Corridor services and facilities are reviewed in the Metropolitan Transportation Commission (MTC) Regional Rail Plan. Please also see Response to Comment I002-1. Improvements to the Capitol were considered as part of the Authority's and FRA's certified statewide program EIR/EIS (November 2005).

I002-3

Improvements to the Capital Corridor services and facilities are reviewed in the MTC Regional Rail Plan.

I002-4

The Authority and FRA are working with regional stakeholders to review rail transit improvements in the Altamont Corridor, including appropriate use of and connections to BART.

I002-5

Connectivity to local transit for a future East Bay HST system could be reviewed as part of a possible future HST extension to the Preferred Alternative from San Jose to Oakland.

I002-6

The BART transbay tube between San Francisco and Oakland has been included in the evaluation of HST options contained in this Program EIR/EIS. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I002-7

The alignment and possible station locations of a future East Bay HST system could be reviewed as part of a possible future HST extension to the Preferred Alternative from San Jose to Oakland.

I002-8

Consistent with this comment, Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I002-9

The Authority and FRA appreciate the offer to discuss Mr. Allen's ideas regarding rail systems.



Comment Letter I003 (Steve Tyson, August 7, 2007)

RECEIVED
AUG 7 2007
BY: _____

I003

HIGH SPEED TRAIN TO DEBTSVILLE

I LIKE TRAINS. I'VE BEEN TO TRAIN MUSEUMS, RIDDEN TRAINS IN SPAIN, CHINA, JAPAN, NEW YORK AND CALIFORNIA.

THE PROPOSED HIGH SPEED LINK TO LOS ANGELES AND SAN DIEGO FROM SAN FRANCISCO SOUNDS GOOD.

I003-1

REALITY SAYS THAT AMTRACK WAS NOT ABLE TO MAKE ENDS MEET IN THE EASTERN STATES WITH MORE POPULATION ~~OR MORE~~ HOW CAN IT EVER MORE MAKE IT ON THE WEST COAST?

I003-2

RAILROADS COST BIG BUCKS. WHAT ACTUALLY HAPPENS IS THAT ALOT OF TRACK GETS PUT DOWN AND JUST SITS THERE 99% OF THE TIME, THEN A FLURRY OF ACTIVITY FOR THIRTY SECONDS AND THAT'S IT. THE PUBLIC IS NOT ALLOWED TO USE THE RAILS. YOU GOT TO USE THEM ONLY WHEN THE GOVERNMENT SAYS THE TRAIN WILL RUN.

I003-3

IF YOU COUNT THE TIME GOING TO THE TRAIN, THE SECURITY CHECKS, TRAVEL TIME AND THEN RENTING A CAR TO GET AROUND ONCE YOU ARRIVE IT MAY NOT BE WORTH THE TROUBLE. DON'T FORGET THE STUFF YOU WANT TO TAKE ALONG.

I003-4

MAY I SUGGEST THAT THE MONEY WOULD BE BETTER SPENT BUILDING TWO FAST LANES ADDED TO EACH DIRECTION ON I-5. ONE LANE FOR 105 MPH, THE SECOND FOR 140 MPH.

I003-5

THIS WOULD BE A MORE PRACTICAL SOLUTION. MORE FOLKS WOULD USE IT MORE OF THE TIME AND YOU CAN GO WHEN YOU WANT, NOT ON THE GOVERNMENTS TIMETABLE. NO SCHLEPPING BAGGAGE.

WE ALREADY HAVE THE CARS AND MOTORCYCLES TO GET THERE QUICK. WE JUST NEED THE FAST ROADWAY.

PUNCH A TUNNEL UNDER THE MOUNTAINS.

I003-6

STEVE TYSON

415-922-7085 POB 470097 SAN FRANCISCO 94147-0097



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I003 (Steve Tyson, August 7, 2007)

I003-1

The Authority and FRA Acknowledge receipt of Mr. Tyson's comments.

I003-2

The type of HST service being proposed for California would operate on tracks dedicated to the HST system, which would be separate from freight tracks—unlike the AMTRAK services currently provided on the East Coast and in California. The proposed California HST trains would therefore not be subject to delays from freight trains. The HST experience in both Europe and Japan has shown that the high-speed systems can generate positive revenues once the system is constructed.

I003-3

Transportation improvements can be costly, whether for a new or expanded airport, a new or expanded freeway, or a new or expanded rail system. For the statewide program EIR/EIS, the Authority and FRA did evaluate a "modal" alternative—a combination of air and highway expansions—with the HST alternative. As noted in the Record of Decision for the statewide program EIS:

The analysis in the Final Program EIR/EIS confirms that the capacity of California's intercity transportation system is insufficient to meet existing and future demand, and the current and projected future congestion of the system will continue to result in deteriorating air quality, reduced reliability, and increased travel times. The state's intercity transportation system has not kept pace with the tremendous increase in the population and tourism in the state. The interstate highway system, commercial airports, and the conventional passenger rail system serving the intercity travel market are currently operating at or near capacity, and will require large public investments for maintenance and expansion in order to serve existing and future demand. The need for improvements serving intercity travel within California is described further in the Final Program EIR/EIS...

The evaluation indicates that the Modal Alternative, improvement to existing highway and air modes of intercity travel, would help meet projected needs for intercity travel in 2020, but would not satisfy the purpose and objectives of the program as well as the HST alternative. In addition the capital cost of the Modal Alternative would be over two times the estimated capital cost of the HST Alternative, and the Modal Alternative would have considerably less sustainable capacity than the HST Alternative to serve California's intercity travel needs beyond 2020.

The evaluation of the Final Program EIR/EIS also indicates that taking no action under the No Project Alternative would not meet the intercity travel needs projected for the future (2020 and beyond) as population continues to grow, and would fail to meet the purpose and objectives of the program which can be met by the Preferred HST Alternative. The No Project Alternative would result in environmental impacts but would not offer travel improvements compared to the Modal and HST Alternatives.

The evaluation of the Final Program EIR/EIS indicates that the HST Alternative is more effective in meeting the program objectives within the time frame needed and would result in fewer adverse impacts than the Modal or No Project Alternatives. The Preferred HST System Alternative would result in energy savings, air quality improvement and transportation capacity improvements, as compared to the No Project Alternative. In addition to meeting the program objectives, the Preferred HST System Alternative would also provide environmental benefits in the form of increased efficiency in energy use for transportation, decreased energy consumption [e.g., oil fuels consumption], improved air quality, improved travel conditions (including mobility, safety, reliability, travel times, and connectivity and accessibility) and reduced vehicle-miles-traveled for intercity trips. Given the environmental benefits it would provide and relative potential for adverse environmental impact, the HST Alternative is the environmentally preferable alternative. (Federal Record of Decision on Statewide Program EIS.)



The HST system would provide extensive capacity, and the current operating plan would mean that the HSTs could be using the tracks every 6–10 minutes in the year 2030. While the HST system would be government regulated, it is anticipated that the system will be privately operated. Rather than limit service, the HST operator will want to provide service levels that meet the extensive demand.

I003-4

Please note that the HST system has been designed to be connected to many modes of local transit. Security checks, if any, will be limited and will not be as time consuming as air travel. Additionally, with the current cost of gasoline, many travelers are likely to find the HST as a preferable alternative to the automobile.

I003-5

Please see Response to Comment I003-3.

I003-6

Please see Response to Comment I003-3. Please also see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative and Chapter 2 for alternatives considered but rejected.



Comment Letter I004 (Mara Craggs, August 25, 2007)

From: Mara Craggs [mailto:sunpun@earthlink.net]
Sent: Saturday, August 25, 2007 9:42 PM
To: Carrie Pourvahidi; Dan Leavitt
Subject: High Speed Rail Routes

I 004

TO: Dan Leavitt (Deputy Director)
Carrie Pourvahidi (Deputy Director)
California High-Speed Rail Authority

Your .pdf, "Network Maps" (located here: http://www.cahighspeedrail.ca.gov/public_notice/default.asp) shows a number of alternate routes for this High-Speed Rail system. Of all those shown, only Maps 5, 6 and 7 are acceptable alternatives for a number of reasons. Please do not approve any other routes or stations.

I004-1

Regards,
MCraggs
Concerned Resident, Voter and Taxpayer



Response to Letter I004 (Mara Craggs, August 25, 2007)

I004-1

Please see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative.

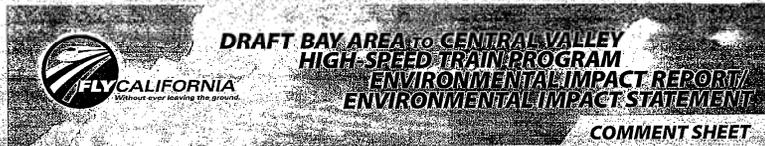


U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter I005 (Albert L. Wege, August 27 2007)

AUG/27/2007/MON 10:34 AM STEINBERG ARCHITECTS FAX No. 408 295 5928 P. 001/001

I005



Written comments may be submitted at today's meeting or may be mailed or faxed to the Authority.

Mall: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street
Sacramento, CA 95814

Fax: (916) 222-0827
Attn: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments

Comments may also be submitted through the Authority's Web site:
<https://www.ca-high-speed-rail.ca.gov>

All comments must be received by end of day September 28, 2007.

Please provide your comments below on the project's draft environmental document.

Name (please print): Albert L. Wege
 Title (if applicable): _____
 Organization/Business (if applicable): _____
 Address: 372 Shadow Run Drive
 City: San Jose State: CA Zip: 95110
 Phone: 408 817-9266 Fax: 408 817-9267
 Email: albertwege@yahoo.com
 Meeting Date: 24 Aug 2007 Meeting Location: San Jose

COMMENTS:

1005-1

I am pleased to present this memo of support for the Pacheco Pass option for the CA HSR. I support the Pacheco Pass option for the following reasons:

- California's commitment to upgrade ROW & improvements from SF to Gilroy
- Immediate access to SFO & SJC airports
- Supplemental rail services along the SF Peninsula

vs.

- Redundancy of rail services along the East Bay: Capital Service & BART
- Mitigated impacts to the Don Edwards Wild Life Refuge Area.



Response to Letter I005 (Albert L. Wege, August 27, 2007)

I005-1

The Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative, in part for the reasons noted in this comment. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I006 (Jim Tatarazuk, August 27, 2007)

From: jim tatarazuk [mailto:jtatarazuk@mac.com]
Sent: Monday, August 27, 2007 12:49 PM
To: Carrie Pourvahidi
Subject:

I 006

I support the southern entrance to the Bay ARea / Pacheco Pass, with a line up the west bay and sfo stop and eventual line up the eastbay. The Altamont/ Tri Valley commute issues should be left to other agencies.

1006-1

HSR is not for people commuting from livermore to oakland. Also, the SAC - Bay market is served by the Cap Corridor and could be better served by increasing those speeds to 125mph as it is a more direct and established sac-bay route with ridership already in place.

Let HSR do what it is designed to do - get us from norcal to social quickly as possible. If you can't keep the trip under 2.5 hours, transbay term to luas, it's not worth it.

Thanks for hearing my input.

J Tatarazuk
SF



Response to Letter I006 (Jim Tatarazuk, August 27, 2007)

I006-1

The Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative, in part for the reasons noted in this comment. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I007 (Jack Munro, August 24, 2007)

I 007

RECEIVED
AUG 27 2007
BY:

120 Camrose Place
Walnut Creek, CA 94596-6722
Phone: 925-946-9286

August 24, 2007

California High-Speed Rail Authority
EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

The major objective of the system is to efficiently serve the most populated cities between the north and south parts of the state. With this objective in mind, the most practical route between San Jose and the main line in the valley is to continue south from San Jose to Gilroy and possibly Salinas, then turn eastward to connect to the main line.

1007-1

There is a great deal of traffic potential between these two cities and the Bay Area and experience has shown more usage between intermediate stations than between the two end points. If the right-of-way is through a state park the impact can be minimized by placing it in a cut. Tunneling is too expensive. The route through the Altamont Pass is already served by the ACE train. I see no advantage in following this route.

A second issue of equal importance is the need for intermodal transport facilities at each station. If local transport connections are not direct (step-on, step-off) and timely the whole idea will not work. I suggest that the Authority specify an acceptable intermodal design for the major population centers. For example, San Francisco is poor at transportation planning. There should be a new intermodal center at the Ferry Plaza to accommodate BART, MUNI, CAL-TRAIN, and presumably ferries, as well as the high-speed rail. The present arrangement is a disaster.

1007-2

Keep moving forward--never mind the detractors!

Sincerely,



Jack Munro, PE



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I007 (Jack Munro, August 24, 2007)

I007-1

The Authority and FRA appreciate the commenter's support for the HST system. The support of the Pacheco Pass alternative is consistent with the Preferred Alternative described in Chapter 8 of this Final Program EIR/EIS.

The Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative, in part for the reasons noted in this comment. Please also see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I007-2

The Authority did evaluate connectivity of the HST station location options in the Draft Program EIR/EIS. The Preferred Alternative includes intermodal facilities at each station location.

Given the additional planning, engineering, and costs that would be required for the commenter's suggested Ferry Building intermodal center, and given the currently proposed Transbay Transit Center as described in the Program EIR/EIS, provision of a new San Francisco intermodal facility at the Ferry Building is beyond the scope of the HST Project.



Comment Letter I008 (Dennis W. Pinion, September 1, 2007)

RECEIVED
SEP 5 2007
BY:

I 008

Dennis W. Pinion
PO Box 2598
Arnold CA 95223

September 1, 2007

California High-Speed Rail Authority, EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

I attended and spoke at the August 30 public hearing in Merced. However, after speaking I realized I failed to make my point.

Basically, I said that it is more important to implement high-speed rail in California than which route is selected to reach San Francisco. | 1008-1

In addition, I intended to say that I see an eventual need to provide service over both the Pacheco and Altamont Passes so which one is implemented first is not a major concern. The major concern is the development of a viable system. To that end I think that service should be implemented over Pacheco pass first because doing so eliminates the need to split trains east of San Francisco and South of Oakland. It would also provide access to the coastal population west and south of Gilroy. | 1008-2

A major disadvantage of the Altamont Pass route is the need to cross the South Bay to reach San Francisco. If both the Pacheco Pass and the Altamont Pass are implemented then the need for HST to cross the bay is eliminated. | 1008-3

California has often been a leader. Although high speed rail is not new to the world, California still has an opportunity to lead our nation. The governor has already taken a leadership roll to counter global warming. The implementation of HST in California would be a major tangible step to lead our nation in the right direction. If done properly, it will also strengthen California economically. | 1008-4

For the above reasons I urge the Authority to put the numerous parochial interests aside and select a phased implementation that will serve the greater good. | 1008-5

Yours truly,


Dennis W. Pinion



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I008 (Dennis W. Pinion, September 1, 2007)

I008-1

The Authority and FRA have defined the purpose of and need for an HST system in California, as reviewed in Chapter 1.

I008-2

The Authority recommendation, as discussed in Chapter 8 of this Final Program EIR/EIS, acknowledges the need for rail transit improvements in both the Altamont and Pacheco Pass corridors. Pacheco Pass has been identified in this Final Program EIR/EIS as the Preferred Alternative for the HST system, for some of the reasons identified in this comment. Please also see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I008-3

Pacheco Pass has been identified in this Final Program EIR/EIS as the Preferred Alternative for the HST system, for some of the reasons identified in this comment. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I008-4

The Authority and FRA have defined the purpose of and need for an HST system in California, as reviewed in Chapter 1.

I008-5

The Authority and FRA are pursuing an HST system that serves the needs of the entire State of California.



Comment Letter I009 (Robert S. Allen, August 27, 2007)

bcc: CA HSR Directors
FYI. Regional Rail, in which you partner,
is on the wrong track, especially w/ BART's
future and service over the Altamont.
Gether to you of 27 June 2007 (copy attached).
Bob Allen

I009

223 Donner Avenue
Livermore, CA 94551-4240

August 27, 2007

RECEIVED
AUG 30 2007
BY:

Katie Balk
Regional Rail Project Offices
c/o BART, 300 Lakeside Drive, 16th Floor
Oakland, A 94612

Re: Comments, Draft Regional Rail Plan

I strongly urge starting fresh on planning changes in Bay Area rail. The plan shown in the August 2007 Draft Report Summary appears grossly defective. I write as a former BART director (1974-1988), after a career in engineering and operations on 3 railroads now part of UP (mostly SP's Western Division); as a life member of the American Railway Engineering and Maintenance of Way Association (AREMA); a member of AREMA Committees 12 (Rail Transit) and 17 (High Speed Rail) and a former member of Committee 16 (then Economics of Railway Location and Operation). My comments are strictly my own and do not reflect those of these organizations.

1009-1

Freight railroads abhor steep grades. Water level lines (such as the former SP A and B lines through Martinez to the Central Valley) require much less motive power and fuel and create less air pollution. Other rail lines linking the Bay Area with other parts of the country (e.g., over the Altamont or Cuesta summit) cost more to operate. Curvature and grades greatly limit train speeds and increase track distance. Any regional rail plan should stress routing heavy freight through Martinez, not over the Altamont or Cuesta grade.

1009-2

Electric operation (e.g., BART, HSR) tolerates steeper grades than on-board power (e.g., diesel), where grades must be more limited and environmental problems arise from exhaust and noise. BART can run on 3% grades, while most freight lines are under 1%.

Safety issues come with grade crossings, low platforms, and public access to trackways. BART's safety record (35 years, 2.2 billion passenger trips, 28.9 billion passenger miles, with only one passenger fatality - excluding suicides) attests to the safety of rapid transit. (May that record stand unbroken!)

The plan states that BART's outward expansion is nearly complete. How short-sighted! BART trackway at grade (ballasted double track with train control and traction power) in a wide freeway median costs on the order of \$12.5 million/mile. (Land, cars, stations, yards, shops, engineering, environmental analysis and mitigation, etc., come extra.) There are at least three corridors where properly planned freeway work can make such economical BART trackway possible:

1009-3

I-80, El Cerrito del Norte to Crockett;
SR-4, Pittsburg to SR 160;
I-580, Hacienda to Greenville Road.

1009-3 Cont.

Each freeway is terribly congested now. CMIA and other money in Prop 1B bonds could help improve the freeways and leave a median wide enough for BART. Regional rail planning should include securing right of way for widening these freeways. Interim "preBART" (BART gage, locomotive power, short high platforms, BART-like cars) could come at less cost, yet allow easy, quick, and cheap conversion later to regular BART.

1009-4

The I-580 line east of Greenville could curve left under the high westbound I-580 lanes and rise to the former SP grade and an ACE/I-580/BART intermodal station. Later, pending funding, it could easily be built on the former SP and along old Altamont Pass Road to Mountain House, Tracy, and an intermodal station on the future CA HSR Central Valley spine line. BART should serve most commuters better than HSR and at less cost.

1005

This is not a sum - just a fact of life, ESL
ACCOMA and Caltrans plan an interim eastbound HOV lane in the I-580 median. This project should be deferred and made part of a comprehensive I-580 rebuild that starts with right of way acquisition between Hacienda Blvd. and Greenville Road. The interim project would add greatly to the cost of BART in the median and benefit very few people.

1009-6

The dead end Isabel/Stanley concept would have such poor access and chop up land so badly that it should be deep-sixed. I sired this corridor long ago when Pleasanton wanted BART along I-580 and Livermore wanted BART along the railroads; the City of Livermore later asked for BART along I-580 and sold the land planned for a Stanley Blvd. Station; and BART bought the land for stations along I-580 at West and East Livermore. Access to an Isabel/Stanley station would be greatly inferior to one near I-580, and extending BART to the Central Valley would be prohibitively costly.

CA HSR should have one new line into the Bay Area from Pacheco Pass, and up to San Jose and San Francisco. It should then take over a modified Capitol Corridor line from San Jose and Santa Clara via Newark, Mulford, possibly a new line on the water side of I-880, Coliseum/Oakland Airport, and a new intermodal station near Magnolia (where the UP used to cross the old SP).

1009-7

A new BART line by-passing West Oakland could take some of the BART trains from the Washington Street portal along the east side of I-880 and the old UP diagonal to the intermodal station, then on the water side of the post office, over the old SP wye, and to the trans-Bay tube. Admittedly it would be costly, but the intermodal station would give San Francisco great access to the Sacramento HSR line without the cost of a new tube.

1009-8

Another project that should be considered is a BART spur up Oak Street in San Francisco, to be extended later via Masonic to a major parking/intermodal structure near the Golden Gate Bridge. Any mishap in the Mission Corridor would still allow trans-Bay service.



U.S. Department of Transportation
Federal Railroad Administration

Comment Letter I009 - Continued

The rail plan should include acquiring land for at least a four-track grade-separated peninsula corridor. Two of the tracks should be express/HSR/freight and two local. Consideration should be given to making the local tracks BART gage, linking the planned Santa Clara BART station with the BART line at Millbrae. Since BART requires only one operator per train of up to 10 cars and roughly 700 seated passengers, and since fare collection is automatic, the economics of having BART for local peninsula commute traffic could prove substantial. Caltrain express service would stay unchanged.

An MOS (Minimum Operating Segment) of the VTA/BART Silicon Valley line should be planned at grade from Warm Springs on the former WP and on a rebuilt structure over US 101 to a new Alum Rock intermodal station near Santa Clara Street. The bridge over US 101 would be a dramatic BART signature in Santa Clara County. This MOS could be started even if the more costly subway portion of the line incurs delay. (The subway cost would be much less if the planned tunnel under Stockton Street between Diridon and I-880 were replaced by a surface line alongside Caltrain.)

Regional rail planners should try to acquire the old WP right of way from the end of what VTA bought to the former SP crossing just south of Tamien. That land could prove useful for an interim Caltrain-type service linking BART with Tamien. It would provide game-time rail transit service to the sports venues, whose parking could be used at other times by commuters.

I doubt greatly that the Bay Area needs a regional rail network, as the summary claims. A unique track gage keeps BART trains separate from freight. The public would be better served by upgrading and extending BART than by bringing in a costly new breed of cat.

I hope that this plan goes back to the drawing board.

Robert S. Allen
BART Director (1974-1988)
(925 449-1387)

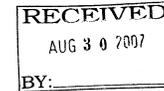
1009-8
Cont.

1009-9

Copy of a letter I sent you earlier.

223 Donner Ave.
Livermore, CA 94551-4240

27 June 2007



California High-Speed Rail Authority
925 I Street, Suite 1425
Sacramento, CA 95814

Confirming and extending my remarks at today's Board meeting, I hope that you will consider these concepts in your Draft Bay Area to Central Valley HST Program EIR/EIS:

Page 19. Delete the Travel Times to Sacramento. Service from the Bay Area to Sacramento should be via Martinez. That travel would not go by either the Altamont or Pacheco Pass.

Plan for three routes:

1. LA-Pacheco Pass-SJ-SF;
2. SJ-Okld-Mtz-Sac; (*Capitol Corridor Route*)
3. LA-Valley-Sac.

The old SP Valuation Maps suggest ways to speed up Okld-Sac run times, but they would obviously need BCDC approval.

Work with Caltrans and BART to extend BART's I-580 line to Greenville Road, with probably two stations in the freeway median: West Livermore near Isabel and East Livermore near the truck scales. East of Greenville Road, it would go under the Westbound I-580 lanes and up to the old SP roadbed. It would follow that roadbed and Old Altamont Pass Road to Mountain House, then to Tracy, and on to an intermodal station on your LA-Sac spine line. (BART trackway costs roughly \$12.5 million/mile in a freeway median, including ballasted double track, traction power, train control, and fencing, but not including stations, cars, land, earthwork, structures, or environmental work.)

Unlike freight rail over the Altamont, which is very sensitive to grades, passenger trains such as BART or HSR should easily take 3% grades. If you do run over the Altamont, there appears to be no need to follow the longer and winding freight railroad lines. BART might be a better bet for Central Valley commuters to the Bay Area than HSR.

An Oakland intermodal station near Magnolia (Old SP-WP crossing) would make sense with a new BART West Oakland by-pass line running from the Washington Street portal near downtown Oakland, along the water side of I-880 and the old WP diagonal, back of the post office, and over the SP yard to the Trans-Bay tube. I realize this would be expensive, but it seems like the best way to get a real intermodal in Oakland. BART's Trans-Bay tube would eliminate the cost of an HSR tube under the Bay, yet provide San Francisco passengers really good access to HSR to Sacramento.



Comment Letter I009 – Continued

Your future line between San Jose and Oakland should include a stop at Santa Clara (where a people-mover to SJ airport is planned) and follow the Alviso and Mulford lines through Newark. Possibly it could stay on the water side of I-880 between Mulford and Fruitvale, bypassing Elmhurst and Melrose. Whether or not you run via Elmhurst, you could have a station with great Oakland Airport and BART connections where you run under the planned Oakland Airport people-mover.

At one time, I strongly favored an Altamont route. With CTC's CMA decision Feb. 28, it looks like I-580 could be widened enough for BART to Greenville Road. A Pacheco Pass route would simplify operations and greatly reduce the cost and impacts of a line over the Altamont, through the Livermore Valley, and down Niles Canyon.

I would be glad to discuss these ideas with you or your staff. I am retired from SP (Engineering and Operations), and have experience with D&RGW and C&NW, which are also now part of UP. I am a Life member of AREMA, serve on Committees 12 (Rail Transit) and 17 (High Speed Rail), and was an elected BART Director from 1974 to 1988.

Robert S. Allen
(925) 449-1387



Response to Letter I009 (Robert S. Allen, August 27, 2007)

I009-1

This comment is focused on MTC's Bay Area Regional Rail Plan, and this letter was sent to representatives of the MTC Regional Rail Plan.

I009-2

Please see Response to Comment I009-1.

I009-3

Please see Response to Comment I009-1.

I009-4

Please see Response to Comment I009-1.

I009-5

Please see Response to Comment I009-1.

I009-6

Please see Response to Comment I009-1.

I009-7

Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. The extension of HST along the East Bay will likely be examined following implementation of the first phases of the HST system.

I009-8

The Preferred Alternative identified in this Final Program EIR/EIS would include a four-track, grade-separated system along the Caltrain Corridor. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Please see Response to Comment I009-1.

I009-9

Please see Response to Comment I009-1.



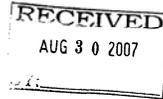
Comment Letter I010 (William Blackwell, August 30, 2007)

451 Pala Avenue, Piedmont CA 94611

wmblackwell@sbcglobal.net

I 010

California High-Speed Rail Authority
EIR/EIS Comment
8/28/07, Oakland City Hall



My name is William Blackwell.

As an East Bay resident, I favor an Altamont Pass alignment for the Bay Area to Central Valley link. However, every alternate in the draft EIR/EIS assumes lightweight trains built for speeds up to 220-mph. There is no alternate for somewhat slower but still very fast 125-mph trains.

1010-1

1010-2

In fact, train speed on the Caltrain corridor between San Jose and San Francisco — and through other heavily populated areas — is limited to 125-mph because of noise considerations. 125-mph trains are quieter, and they are also heavier (and thus better able to resist high winds), have a shorter turning radius, use less power, typically require shorter station platforms, have less stringent track construction standards, and lower-cost train sets, and, most importantly for the Altamont Pass, can use tilt technology.

All of these features have favorable environmental impacts when compared to the alternative.

Just recently, 125-mph tilting trains were chosen to upgrade an existing 400-mile line over winding, hilly terrain in England because the tilt technology enabled the train to round corners while maintaining high speed. Studies showed there would be no significant loss in ridership, and that has proved to be the case.

Speeds up to 125-mph would provide (1) the vital express links between San Francisco and San Jose, and between the Bay Area and the Central Valley high-speed rail line, and (2) the frequency of service needed for intercity connectivity and Bay Area commuter trips. It is less costly (which means lower fares and even more ridership), and can itself be upgraded in the future.

In effect, I propose simply upgrading the existing Caltrain and ACE lines to a 125-mph level of service for both commuters and end-to-end riders. In the interest of a viable statewide system, I ask that this option be given due consideration in the EIR/EIS.

1010-3

Copy: Quentin Kopp, Susan Sward, Jerry Hill, and Robert Doty



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I010 (William Blackwell, August 30, 2007)

I010-1

Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I010-2

Technologies operating at speeds of less than 200 miles per hour were considered but rejected as part of the certified statewide program EIR/EIS (November 2005). Please see Chapter 2 of the certified statewide program EIR/EIS. This comment is beyond the scope of this Program EIR/EIS process.

I010-3

Comment acknowledged. Please see Response to Comment I010-2.



Comment Letter I011 (Anonymous, September 5, 2007)

RECEIVED 1011
SEP 5 2007
BY: Early Sept, 2007

To whom it may concern:

been helpful to you and good luck on this project.

Sincerely, Name Withheld Upon Request

I am commenting on the High Speed Rail project. Generally speaking, I think it's an excellent idea but I question that the timing is right for a full carrying out of a complete statewide High Speed Rail project. I would like a statewide High Speed Rail system. I would also like a million dollars and world peace. BFD.

1011-1

First, there doesn't seem to be a consensus about the proper route as well as the technology for a good, cost-effective means of making the system a reality. Examples: On many of your publications it shows the route in the San Joaquin Valley as following the Sante Fe railroad line. Is there a problem of the route following Hwy 99? The publications also show the route going over Tehachapi Pass instead of going over Tejon Pass? And Meg-Lev doesn't seem to have become evolved enough to build the system that way, whereas the traditional rail system doesn't seem to make sense on the long term. Many of the supporters of this project use France or Japan as examples. California isn't France or Japan and the situations here doesn't seem to be similar there. I'll just say, "wake up and smell the coffee".

1011-2

1011-3

1-011-4

What I do think makes sense, with the realities of the present in mind, is build a High Speed Rail line from downtown SF (stub under Beale St near Market that will connect to BART at the Embarcadero Station as well as the Transbay Terminal, stop and connect to the airport and BART at Millbrae, cross the Bay at Dumbarton (if this is possible), go through Niles Cyn, follow Hwy 84 to the Livermore rail corridor, up through Altamont Pass, follow the freeway median to Tracy, then ending where I-5 and Hwy 120 meet in Lathrop (I favor the Altamont Pass route). Even this might not be acceptable. Another option for Northern California is to go ahead with just the downtown SF to Redwood City or Millbrae section and the Sacramento to Stockton section via I-5.

1-011-5

To make the Southern California voters happy, include looping the train tracks to go directly south from Union Station in LA (a similar S but going in a different direction than the Gold Line extension that was just built). If you need to make a bigger pitch to the Southern California voters, build a High Speed Rail line from where I-5 and Hwy 14 meet around Santa Clarita to Fullerton, the part of the route that seems to be agreed on.

1011-6

Later, in time, these parts of the route can be upgraded to Meg-Lev when that technology is ready for use in this project.

1011-7

There will be some that disagree with whatever you decide and I can only say "get use to it" but you probably are already. I hope my input has



Response to Letter I011 (Anonymous, September 5, 2007)

I011-1

Transportation improvements are needed for the state of California, and expansion of the highway and air systems is constrained. For the statewide program EIR/EIS, the Authority and FRA did evaluate a “modal” alternative—a combination of air and highway expansions—with the HST alternative. Please see Response to Comment I003-3 regarding the reasons that the HST system was selected over the No Project and Modal Alternatives.

I011-2

Comment acknowledged. Both the BNSF and UPRR alignments alternatives are investigated as part of this Program EIR/EIS through the Central Valley.

I011-3

The comment is beyond the study area of this Program EIR/EIS document. Please refer to the Authority's and FRA's certified statewide program EIR/EIS document (November 2005).

I011-4

Over the past 10 years, the Authority has worked directly with the HST providers in Europe and Japan to assess the applicability of their systems to California. Given the ever-increasing demand for intercity travel in California and the constraints to expanding our highway and air systems, the European and Japanese HST systems appear to apply well to California. Maglev technology was considered but rejected as part of the Authority's and FRA's certified statewide program EIR/EIS. Please refer to that document.

I011-5

All of the routes identified in this comment were evaluated as possible alignments for improved commuter rail services (in MTC's Regional Rail Plan) and for HST services. Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative

I011-6

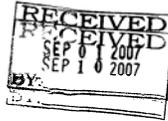
Please see Response to Comment I011-3.

I011-7

Please see Response to Comment I011-3.



Comment Letter I012 (Robert S. Allen, September 6, 2007)



I012

223 Donner Avenue
Livermore, CA 94551-4240

6 September 2007

Tri-Valley City Councils

Re: Draft Regional Rail Plan

The Tri-Valley Regional Rail Policy Group on August 27 appeared to endorse a BART Livermore extension to Stanley/Isabel via El Charro. I hope you will reject the proposal if it comes before you and ask for BART along I-580.

I012-1

About 1974 the LPX (Livermore-Pleasanton BART Extension) called for BART to follow the railroads through Pleasanton and Livermore. Later Pleasanton sought to have BART follow I-580 instead, while Livermore still wanted BART downtown. Using an MTC transit grant, the City of Livermore bought 11 acres at Stanley, Fenton, and Murrieta for the Livermore BART station site. As the BART director at the time, I came up with a far from ideal El Charro route to satisfy both Pleasanton and Livermore.

Many years later the City of Livermore asked that BART instead follow I-580 and sold the station site. That site has now been developed; BART bought 53 acres for a freeway-oriented West Livermore station; BART has bought sites near the truck scales for an East Livermore station and train yard, and Caltrans has built new freeway overpasses designed for widened I-580 median. The public has much invested in BART along I-580.

Planners resurrected my El Charro concept and presented it at the meeting. Without any real discussion the group bought that alternative, agreeing to do environmental studies on both an El Charro and a freeway route. The main argument in favor was connecting to ACE and possible High Speed Rail at Stanley and Isabel.

That route and station defy reason. BART to Livermore belongs along I-580 with stations at Isabel and near the truck scales. East of Greenville Road, it should leave the median, go under elevated westbound I-580, and rise to a BART/ACE/I-580 intermodal station on the old SP property between I-580 and the high UP bridge over the old SP. (There it would be poised for easy extension to Mountain House, Tracy, and a HSR intermodal station near Manteca.) This BART line could be low cost, being at grade with no major structures except going under westbound I-580.

Access to an Isabel/Stanley station would be horrible. Stanley Blvd., badly congested now, would be the only effective access from Livermore. (Concannon and Jack London Boulevards are far away and could better feed Isabel/SR-84 to the I-580 site BART has long owned in contemplation of the new interchange.) That site would have superb I-580 access via the new interchange, as well as in-direction travel from much of Livermore.

High cost would forever inhibit any BART extension beyond an Isabel/Stanley station. There would be little opportunity for transit-oriented development (TOD). Costs for the gravel-rich land could prove prohibitive (as Livermore is learning). Another exclusive east-west corridor between Pleasanton and Livermore would severely chop up land parcels. Far better just to widen I-580 to allow BART in the median. CMAA and other Prop 1B and other funding should help with the widening cost.

I012-1
Cont.

The structure needed for getting BART out of the freeway median would be costly. BART costs far less at grade than on structure or even more in tunnel. BART already owns the two station sites along I-580 and a yard site that might better serve TOD. (BART's yard and shop could well be on the ultra-wide county-owned former SP Congressional Grant right of way.)

Extending BART beyond the Altamont should cost far less than building High Speed Rail (which could well use Pacheco Pass instead of the Altamont anyway). Although slightly slower, BART would serve most commuters better than HSR. It would be conceivable for HSR money to help fund a BART extension to and beyond the Altamont instead of building its own Altamont Pass line.

I012-2

Any ACE/BART/I-580 intermodal east of Greenville Road should have direct access lanes to/from I-580 over the Altamont, with major parking to be paid for by users, the Central Valley, or agencies other than BART.

I012-3

The El Charro concept presented to the group August 27 is so flawed that it should not even be seriously considered. I urge the study be re-framed to "A BART line along I-580 to Livermore and beyond."

Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

- Cc: BART
- MTC
- ACCMA
- ACTIA
- Caltrans District 4
- CA HSR Authority
- ACE
- SJCOG
- LAVTA
- Scott Haggerty



Response to Letter I012 (Robert S. Allen, September 6, 2007)

I012-1

The Authority is currently working with regional stakeholders for the review and pursuit of funding for possible commuter rail improvements in the Altamont Corridor. Included in this review is connectivity to possible BART extensions.

I012-2

Please see Response to Comment I012-1.

I012-3

Please see Response to Comment I012-1.



Comment Letter I013 (Charles Cameron, September 6, 2007)

1013



**DRAFT BAY AREA TO CENTRAL VALLEY
HIGH-SPEED TRAIN PROGRAM
ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

RECEIVED 7 2007

BY: _____

COMMENT SHEET

Written comments may be submitted at today's meeting or may be mailed or faxed to the Authority.

Name (please print): Charles Cameron

Title (if applicable): Mass Transit USER & MEMBER OF THE PUBLIC

Organization/Business (if applicable): N/A

Address: P.O. Box 55

City: Hayward **State:** CA **Zip:** 94543

Phone: N/A **Fax:** N/A

Email: N/A

Meeting Date: 8/23/2007 **Meeting Location:** San Fran.

Mail: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street
Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments

Comments may also be submitted through the Authority's Web site:
<http://www.calhighspeedrail.ca.gov/>

All comments must be received by end of day September 28, 2007.

Please provide your comments below on the project's draft environmental document.

Dear Mr. Leavitt:

COMMENTS:

1013-1	Item 1 When saying where copies may be found in the cities that you did say & Noticed say the words/words "Main Library" for all of those cities.
1013-2	2 In Vol 1 pg. 3.1-13 A/C Transit RT 231 was Canx. & Eliminated eff. 6/24/2007. 3 In Vol 1 on Table 3.1-4 Correction for A/C Transit Bus RTs serving Oakland City Ctr.. A/C Transit RTS 82/82L were canx & eliminated eff. 6/24/2007 Now A/C Transit has these NEW BUS RTS serving that area it is call RT 1 & RT 1R eff. 6/24/2007.
1013-3	4 In Vol 2 Appendix 2-C Pg. 1 of 5, & 2 of 5 both have the words capital misspelled TWICE ON EA. PG, THE CORRECT SPELLING OF THE WORD CAPITOL CORRIDOR HERE. 5 In Vol 2 in pg. 2-F-22 the word capital is misspelled see above for correct spelling.
1013-4	6 In Vol 2 on Pg. 3.17-A-3 in the seq. the South Hayward BART /Mission Blvd. Concept Design Plan the words & fig say 21,000 - Acre mixed use area The correct wording should say & be 21,017 Square Feet of the Retail Space please see & find attached City of Hayward item # 6 for clarification the project was to be at 28000 Mission Blvd. & was to be called Mission Paradise Proj.

for 7/17/2007
291 Red
9/6/2007
Charles Cameron
CHARLIE CAMERON



Draft
Bay Area to Central Valley HST Program EIR/EIS

Appendix 3.17-A

9/6/2007
Charles Cameron
ITR 6
19233

- Merced to Sacramento.
- Stockton to Oakland (Delta Route).
- Los Banos to Tracy.

E. ALAMEDA COUNTY
Hayward

Downtown Redevelopment
The City of Hayward Planning Department is undertaking several redevelopment projects in the middle of downtown Hayward, including new home construction. Some of the new homes will back up to the existing rail and BART tracks. This ongoing and future development is reported in the City of Hayward General Plan, Hayward Cannery Area Development Plan, and other city redevelopment and design plans (Camire pers. comm.).

South Hayward BART/Mission Boulevard Concept Design Plan
The South Hayward BART/Mission Boulevard Concept Design Plan comprises an approximately 240-acre area along the Mission Boulevard corridor between Harder Road and Industrial Parkway. The area is bordered by BART tracks on the west (excluding the residential neighborhoods along and west of East 12th Street and also north of Sorenson Road), Industrial Parkway on the south (including the triangular area on the south side), Harder Road on the north, and Mission Boulevard on the east, also including properties along the east side of Mission Boulevard between Garin Avenue and Calhoun Street (City of Hayward 2006, 2007).

The proposed concept design plan would focus on the immediate area surrounding the South Hayward BART station and an expanded area extending both north and south along Mission Boulevard.

The areas surrounding the South Hayward BART station and along the major transit corridor of Mission Boulevard have many opportunities for transit-oriented development on vacant or underutilized lots, several of them within walking distance of the station (City of Hayward 2006, 2007). The first portion of this project up for approval by the City of Hayward Planning Commission is a 21,000-acre mixed-use area, including a 91-unit residential development.

Hayward Cannery Area Development Plan
The Cannery Area Concept Plan is a long-range plan for transit-oriented development within a 120-acre area immediately to the west of the BART station (at 699 B Street, Hayward). The plan calls for up to 656 residential units, 67,000 square feet of live-work space, and the school and park expansions with a pedestrian overpass connecting Cannery Park with Centennial Park to the west of the railroad tracks. This plan is in the early stages of implementation; some new roads have been built and existing buildings are currently being demolished. The completion date for this project is not yet known (City of Hayward 2004; Camire pers. comm.).

Emeryville
Avenue 64 Apartments Project
The Avenue 64 Apartments Project (formerly The Pinnacle) consists of 224 units of rental apartment housing on Christie Avenue, one block away from and running adjacent to the railway corridor. The project permit was issued in May 2006, and the project is currently under construction as of March 2007. This is included in the city's general plan (City of Emeryville 2007e; Keena pers. comm.).

Bay Street Site B
This project is bounded by the Powell Street overpass on the north, Christie Avenue on the south, Shellmound Street on the west, and the UPRR tracks on the east.

98 Overturned 5:2 vote




Page 3.17-A-3

Comment Letter I013 - Continued



CITY OF HAYWARD
AGENDA REPORT

AGENDA DATE 07/17/07
AGENDA ITEM 6
WORK SESSION ITEM

TO: Mayor and City Council
FROM: Director of Community and Economic Development

Handwritten notes:
Mission
JTB 6
kg 303
7/16/07

SUBJECT: Site Plan Review No. PL-2005-0594 – Appeal of Planning Commission Approval to Construct a Mixed-Use Project with 21,017 Square Feet of Retail Area and 92 Residential Units – Mohammad Shaiq (Applicant) / Mission Paradise LLC (Owner) – The Property is Located at 28000 Mission Boulevard Between Webster and Hancock Streets on a 1.9-Acre Site in a Neighborhood Commercial-Residential (CN-RSD-6) District

RECOMMENDATION:

That the City Council find that the project is categorically exempt from CEQA, and adopt the attached resolution denying the appeal and supporting the Planning Commission’s approval of the project.

Handwritten notes:
accepted
kg now has
JEWARD DOWN

DISCUSSION:

This proposal is the first within the South Hayward BART/Mission Boulevard Concept Design Plan area to come before the Planning Commission. The Design Plan designates this property as Mixed-Use with a residential density between 27 and 55 units per acre; the project is proposed at a density of 48.4 units per acre.

The site is currently vacant. The property is located along a section of Mission Boulevard that is characterized by a mixture of commercial uses and services. The adjacent property to the east, owned by the Felson Family, contains the Pinecrest Apartments, situated 25 feet and higher above the subject property.

The applicant proposes a mixed-use project, with 92 residential condominiums (48 units per acre) within four four-story towers on a podium atop retail spaces and parking garages (see plan sheets A2.3 thru A2.5). The towers would each contain 23 units, 6 on each of floors one through three, and 5 on floor four. The applicant anticipates that the residential units would be available for ownership; the applicant would have to submit an application for a tract map for condominiums. The City’s Inclusionary Housing Ordinance requires that 14 units be made affordable for moderate-income households (those earning no more than 120 percent of the area median income).

The project also entails 21,017 square feet of retail space that could be used for four or more retail shops along the Mission Boulevard frontage (see plan sheet A2.1). Parking for the retail shops would be provided in a ground-level garage directly to the rear of the shops; 70 spaces would be provided and 67 spaces are required. Vehicular access to the garage would be available from both Mission Boulevard and Hancock Street. The intersection of Mission Boulevard and Hancock Street is signalized.



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I013 (Charles Cameron, September 6, 2007)

I013-1

Comment acknowledged.

I013-2

The document has been changed consistent with this comment.

I013-3

The document has been changed consistent with this comment.

I013-4

The text in Appendix 3.17-A has been updated as noted in the comment.



Comment Letter I014 (Gene Pike, September 7, 2007)

I014

RECEIVED
SEP 7 2007
BY:

Mr. Quentin Kopp
Chairman, High Speed Rail Development
% California High speed Rail Authority
925 L Street, suite 1425
Sacramento, CA 95814

9-07-07

Dear Mr.Kopp;

I see a vision 20 to 30 years ahead that a high speed rail system can really have a profound impact on all our lives. Very careful planning putting the pieces together offering something for everyone will expedite the planning process. Here is my vision for northern California.

1014-1

We can not let cost-runaway's bog down this development. To that end we should route the system a good distance from high density commercial, industrial and residential locations.(see my poorly drawn draft attached.) we can eliminate a lot of property related law suites providing we pay the market price for rural property.

1014-2

Instead of the rail connecting to municipal systems like BART, have Bart link up to the short distance high speed system at the bay areas expense. That cost should be relatively inexpensive. The land should be purchased in undeveloped open space that is the most practical from the standpoint terrain factors, level as possible. Look at Niles Canyon and around Antioch.

1014-3

we should also avoid splitting all communities along the line with routes that bypass both large and small cities and towns. The entire loop will not exceed 400 miles

1014-4

The re-use Castle AFB in Atwater would be ideal for the NOR-Cal maintenance and supply depot. It has both space and subsidized property arrangements to be considered.

1014-5

The loop concept to the north is the best strategy. To stay with common sense 150 to 200 M/P/Hour Mid speed trains will better serve this corridor. All trains will travel clockwise even if passengers board in Sacramento. Based on travel numbers, times of the day and the day of the week will determine the number of units needed for

1014-6

service. Merced would be an ideal location to build the turn-style to send the fast units back to the Southland.

1014-6
Cont.

There are many strong Public Relation factors that should make a smooth acceptance consensus if we properly address them. Noise won't come into play. The E.I.R.'S always have a whole industry backing them that make a living off law suits with Government agencies. If they show up at the planning meetings their impact will save time and legal expenses, but they won't.

1014-7

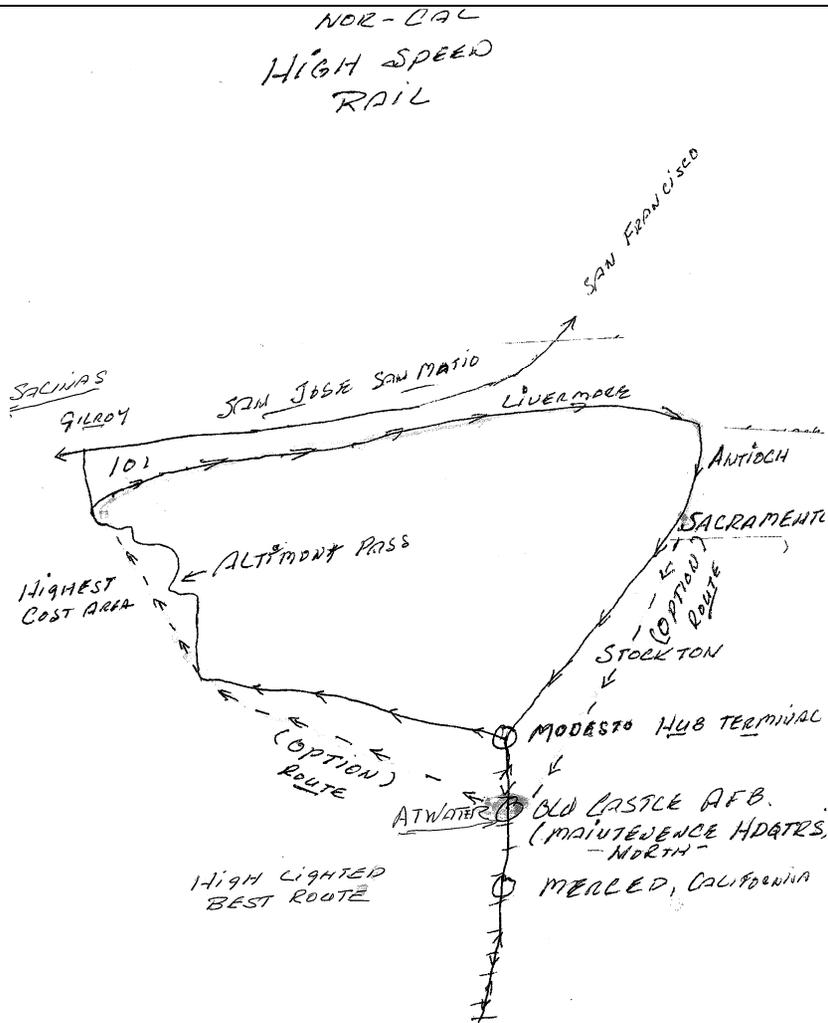
The view of the terrain while moving fast should be very exciting for travelers of both the entire Bay Area and the world's most fertile Central valley.

I will attend the planning meetings in and around Merced. Thank-you for reading my concept with little research as you can see.

Gene M. Pike
Gene Pike, (209) 383-4942 Merced



Comment Letter I014 - Continued



GENE PIKE BUSINESS BACKGROUND

EDUCATION:

- B.A. BUSINESS ADMINISTRATION & FINANCE
- COLLEGE OF PACIFIC (1957-1960)
- MENLO COLLEGE (1956-1957)

BUSINESS HIGHLIGHTS

INTERNATIONAL PAPER

- DESIGNED & MARKETED A NEW INSTITUTIONAL 15 & 32 DOZ EGG CARTON. FEATURE: IT REDUCED EGG BREAKAGE BY 83%.
- DESIGNED & MARKETED A TOP ICEE SHIPPING CARTON WIDELY USED IN CALIFORNIA TODAY.

WYOMISSING CORPORATION, READING, PA.

- SECURED HEESSEN WRAPPER CONTRACT FOR THEIR WEST COAST FACTORY IN OAKDALE, CA.
- DESIGNED & MARKETED CORVAN A BOOK COVER LINE TO PUBLISHERS NOW AT \$137 MILLION ANNUAL SALES.
- DESIGNED & MARKETED A NEW COCA COLA CO MINUTEMAID CONTAINER THAT IMPROVED THE SCIP FACTOR FOR CUSTOMERS EMPTYING THE CONCENTRATE FROM THE CONVULATED CONTAINER. LEFT COMPANY AS VP DIRECTOR OF MARKETING.
- MERCED CITY. SET ON MAIN ECONOMIC DEVELOPMENT COMMISSIONS FOR 18 YEARS. ALL VOLUNTEER WORK.
- HIGHLIGHTS. RECOMMENDED THE MIDDLETOWN SITES FOR BOTH THE SENIOR CITIZEN & BOYS & GIRLS CLUB PUSH FOR RPA TO JUMP START DOWNTOWN REDEVELOPMENT.



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I014 (Gene Pike, September 7, 2007)

I014-1

Comment acknowledged. The purpose and need for an HST system is discussed in Chapter 1.

I014-2

Comment acknowledged. The Authority and FRA are not promoting sprawl development but rather are supporting more compact transit-oriented development (TOD) near HST stations. Please see Chapter 6 of this Final Program EIR/EIS. Please see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative.

I014-3

Comment acknowledged. The Authority and FRA are promoting a high level of connectivity of various rail and bus transit systems by providing and maximizing to the extent possible intermodal connections at HST stations. Such an approach allows for a more efficient and convenient trip for the riding public. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I014-4

To minimize the impacts of the HST system, the HST alignments, including the Preferred Alternative identified in this Final Program EIR/EIS, have been placed adjacent to or within existing transportation corridors. This approach reduces the “splitting” of communities. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I014-5

Castle Air Force Base has been identified as the potential maintenance facility site in the study area for the Preferred Alternative.

I014-6

The Authority and FRA evaluated in the Draft Program EIR/EIS multiple alignment and station location options. These alternatives were reviewed and discussed with the public during the scoping meetings held at the outset of this Bay Area to Central Valley study. The Preferred Alternative identified in this Final Program EIR/EIS is described in Chapter 8 of this Final Program EIR/EIS. Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I014-7

Please see Response to Comment I014-1.



Comment Letter I015 (Scott St. John, September 12, 2007)

I015

RECEIVED
SEP 17 2007
BY:

Scott St. John
Stanford University
Braun Music Center
541 Lasuen Mall
Stanford, CA 94305

Sept 12, 2007

California High-Speed Rail Authority
EIR/ EIS comments
925 L Street, Suite 1425
Sacramento, CA 95814

Dear sir/madam,

I would like to register my support for high-speed rail in California. As a frequent business traveler, I would be delighted to have hassle-free options to travel inside the state of California, and I also think it's imperative to react to the growing congestion with our airports and highways. | I015-1

For the Bay Area stations of the proposed routes, I would support the Palo Alto station instead of Redwood City. Currently CalTrain's busiest stop in the Peninsula, Palo Alto would also serve the Stanford University community more effectively. | I015-2

I will be writing to my elected representatives to help support high-speed rail in California.

Sincerely,



Scott St. John



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I015 (Scott St. John, September 12, 2007)

I015-1

The Authority and FRA acknowledge the support for an HST system. Chapter 1 of this Final Program EIR/EIS discusses the purpose of and need for an HST system.

I015-2

The Authority and FRA acknowledge the commenter's support for the Palo Alto station option. The benefits and detailed environmental impacts of the Redwood City and Palo Alto station options will be evaluated and described during the preliminary engineering and project-level environmental review phase. Please see Standard Response 3 and Chapter 8 of the Final Program EIR/EIS.



Comment Letter I016 (William Wong, September 16, 2007)

1016
RECEIVED
SEP 18 2007
BY:

Sept. 16, 2007

I016-1

When I was a little boy in the sixties, I remember a newspaper about Japan's amazing bullet train. The article also stated that California would one day have such a train or at least suggested that we may have such a train in the near future.

I am now a man approaching middle age, and I don't believe I'll ^{ever} see such a train in my life time. High speed rail remain in the public's dreams or fantasy.

California has always been one of the most innovative states and leaders of change. High speed rail will bring relief to the congestion in our airports and highways. Moreover, it'll reduce greenhouse gas in this state.

It's time for California to move forward with at least a plan to begin the high speed railroad project in this state. We've waited long enough.

Sincerely,

William Wong, a Californian



Response to Letter I016 (William Wong, September 16, 2007)

I016-1

The Authority and FRA acknowledge the commenter's support of the HST system in California.



U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter I017 (Linda S. Lagace and David L. Tucker, September 16, 2007)

I017

RECEIVED
SEP 18 2007
BY:

853 Valparaiso Court
Merced, CA 95348
September 16, 2007

California High-Speed Rail Authority
EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

RE High-Speed Rail Alignment

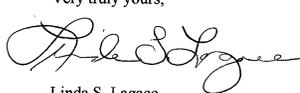
Gentlepersons:

We urge the Authority to select the Altamont Alignment. This is a developed corridor and is much less environmentally sensitive than the wetlands of western Merced County and the beautiful Pacheco Pass area occupied by Pacheco State Park on the south and Henry Coe Park on the north side of the Pass. The Pacheco Pass alignment is not only much more sensitive from an environmental point of view but would be more difficult from an engineering/constructability point of view.

I017-1

We strongly urge you not to use the Pacheco Pass route for the high-speed rail alignment.

Very truly yours,



Linda S. Lagace



David L. Tucker



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I017 (Linda S. Lagace and David L. Tucker, September 16, 2007)

I017-1

The impacts and benefits of the Pacheco and Altamont Alternatives are reviewed in the Draft Program EIR/EIS. The Authority and FRA acknowledge the environmental sensitivity of the Pacheco Pass alternative and note that there are environmental impacts associated with both the Altamont and Pacheco alternatives. The Authority and FRA acknowledge the commenter's support for the Altamont Corridor. The Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I018 (Thomas C. Grave, September 15, 2007)

1018

RECEIVED
SEP 18 2007

3425 Suen Ct.
Merced, CA 95348
September 15, 2007

Dan Leavitt, Deputy Director
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: Draft Bay Area to Central Valley High-Speed Train (HST)
Program Environmental Impact Report/ Environmental Impact Statement
(EIR/EIS)

Dear Mr. Leavitt,

I offer the following comments regarding the Draft Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). Please give them consideration pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). 1018-1

Proposed HST Alignment Alternatives

Please note Section 2.5.1 of the Draft EIR/EIS, titled "HST Alignment Alternatives and Station Location Options." Specifically, page 29, the second full paragraph, reads as follows: 1018-2

Proposed HST Alignment Alternatives are generally configured along or adjacent to existing rail transportation facilities, instead of creating new transportation corridors. Although a wide range of options have been considered, the Authority's initial conceptual approach, previous corridor evaluations, and the evaluation conducted as part of this Program EIR/EIS have consistently shown a potential for fewer substantial environmental impacts along existing highway and rail facilities than on new alignments through both developed and undeveloped areas. Although increasing the overall width of existing facilities could have potential impacts on the amount of land disturbed similar to those of creating new facilities, creating new facilities would also introduce potential incompatibility and severance issues in both urban communities and rural settings (farmlands, open spaces).

It is clear that the above paragraph provides precisely the guidance needed to make the correct choice of alignments to connect the Bay Area and the Central Valley. The connection should be along the existing railway and highway corridor, namely, Altamont Pass. There is no rail corridor in the Pacheco area. To construct the high-speed rail through Pacheco Pass would have exactly the negative effects listed in this section— incompatibility and severance issues in both urban and rural settings. 1018-3

It would not be possible to construct a high-speed rail through Pacheco Pass without significantly disrupting wetlands, open space, and wildlife habitat. What exists in the area now, the Grassland Ecological Area, encompassing approximately 180,000 acres, is

2

merely a postage-stamp size remnant of what was once in excess of four million acres of contiguous wetlands. This natural resource, which is a combination of public and private lands, is valuable to all of us. It must not be further damaged. 1018-3 Cont.

Maximize compatibility with existing and planned development
Page 2-28 of the EIR/EIS sets forth a tabular presentation of "High-Speed Rail Alignment and Station Evaluation Objectives and Criteria." One of the criteria is to maximize compatibility with existing and planned development. A high-speed rail alignment through the Altamont Pass would provide additional transportation options on an existing congested corridor and encourage growth in already established urban areas. To the contrary, a rail alignment through the Pacheco area would not connect significant population centers and would run the risk of contributing to suburban sprawl. Accordingly, when applying the criterion of compatibility with existing and planned development, the Altamont corridor is clearly preferable to the Pacheco. 1018-4

Maximize connectivity and accessibility
Another criterion set forth on page 2-28 of the EIR/EIS is to maximize connectivity and accessibility. The Altamont corridor is the preferred alignment according to this standard because it already offers abundant mass transit opportunities, which would lead naturally to a high degree of connectivity with a high-speed rail system. 1018-5

Operating and maintenance costs
According to page S-12 of the EIR/EIS, the operating and maintenance costs for the Pacheco Pass network alternatives are estimated to be \$80 million per year more than the Altamont alternatives serving the same markets. This factor represents a significant point of superiority of the Altamont alignment over the Pacheco. 1018-6

Suburban sprawl
Most authorities would agree that suburban sprawl can be largely attributed to the automobile, especially in a geographical area such as the Central Valley and its connections to the Bay Area. It is reasonable to suggest that the proposed high-speed rail system has the potential to effectively inhibit sprawl, rather than induce it. However, the EIR/EIS does not adequately compare the various network alternatives in relationship to the phenomenon of sprawl. More detail is required to enable a conclusion to be drawn concerning which alignment would be more apt to control suburban sprawl. 1018-7

In conclusion, I appreciate the opportunity to comment on the Draft EIR/EIS regarding the Bay Area to Central Valley High-Speed Train alignment. I reserve the right to comment further, especially upon circulation of the Final EIR/EIS. Please keep me apprised of any and all meetings, hearings and publications relating to this project. 1018-8

Yours truly,


Thomas C. Grave



Response to Letter I018 (Thomas C. Grave, September 15, 2007)

I018-1

The Authority and FRA acknowledge receipt of these comments from Mr. Grave.

I018-2

The Authority and FRA have made an effort to place the HST alignments adjacent to existing transportation corridors, including both rail and highways.

I018-3

Please see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative. The Authority and FRA note that placement of the alignment immediately adjacent to highway and rail corridors is not feasible for the entire length for either the Pacheco or Altamont Corridors. For the Pacheco Alternative, the alignment has been placed immediately adjacent to Henry Miller Road, generally parallel and adjacent to SR 152, and within the Caltrain Corridor. Please also see Response to Comment Letters L029 and O011.

I018-4

Please see Response to Comment O007-21 regarding traffic congestion relief. Pacheco Pass is identified in the Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Please see Standard Response 4 regarding the growth and sprawl effects of Altamont and Pacheco HST alternatives.

I018-5

Please see Response to Comment L019-8 regarding connectivity. The connectivity associated with the Pacheco Pass Preferred Alternative is discussed further in Chapter 8 of this Final Program

EIR/EIS. Please also see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I018-6

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I018-7

Comment acknowledged. Please see Chapter 5 and Standard Response 4 regarding growth.

I018-8

The Authority and FRA acknowledge receipt of these comments from Mr. Grave and note that, under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), the appropriate time for public comment on environmental documents is during the circulation period for the draft document. Public notices will be provided regarding the availability of future environmental documents.



Comment Letter I019 (Carolyn Straub, Steve L. McHenry, September 17, 2007)

RECEIVED
SEP 19 2007
BY:

439 Chateau LaSalle Dr.
San Jose, CA 95111 I019

Sept. 17, 2007

California High-Speed Rail Authority
EIR/EIS Comments
925 L. St., Suite 1425
Sacramento, CA 95814

Re: Draft Program EIR/EIS Comment due Sept. 28, 2007

Dear Authority:

We expect that the proposed high-speed rail will *not impose or go through* any state, county, or city parks, or Bolsa de San Felipe (Soap Lake) IBA south of San Jose. I019-1

Bolsa de San Felipe and Soap Lake are Important Birding Areas sanctioned by national and local Audubon Society chapters, including Santa Clara Valley Audubon Society. We further belong to the Pine Ridge Association (PRA) at Henry W. Coe State Park and are familiar with the dispute over directing high-speed rail through that state park.

The idea that "progress" includes subjugating deemed parks and IBAs is unacceptable. Such progress would result in a wasteland of industrial effort that, by its very nature, would eradicate birds, wildlife, and the wisdom of ecology and spiritual renewal that comes with such areas. Not only that, but state, county, and city parks are deemed and designated parks and are not to be used for high-speed rail. I019-2

We had heard recently that the proposed high-speed rail might go through parks in the East Bay and that is not acceptable. Neither is the destruction of Bolsa de San Felipe or any other area park. I019-3

When planners and area officials understand what they are doing to erase the natural bounty that is California, perhaps they will have a "Saul on the road to Damascus" renewal, at last (see your Bibles), an awakening, an epiphany that tells them they are doing wrong by such limitless destruction. Our natural resources, our parks, our important birding areas are not less. In fact they are more than the sum of a high-speed rail. Please avoid all these natural areas.

Thank you for your interest and attention.

Sincerely,


Carolyn Straub
Steve L. McHenry



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I019 (Carolyn Straub, Steve L. McHenry, September 17, 2007)

I019-1

The area identified as Bolsa de San Felipe near Gilroy is crisscrossed by a number of roads and canals and has undergone human change through the development of buildings or through ranching, farming, and other agricultural activities. Subsequent Tier 2 project-level analysis would include analysis of site-specific impacts, including those related to birds, and specific mitigation measures for impacts on biological resources will be identified. Site-specific mitigation measures will be developed through consultation with state and federal resource agencies. During project-level review, where the agencies determine that mitigation is required to address site-specific impacts from the HST system, mitigation measures may include easements to preserve habitat for sensitive biological resources. The Authority would coordinate with agencies and ongoing mitigation programs in limiting impacts on biological resources and in developing appropriate mitigation measures.

I019-2

Potential biological resources and parks impacts and mitigation strategies are discussed in Sections 3.15 and 3.16.

I019-3

Potential biological resources and parks impacts and mitigation strategies are discussed in Sections 3.15 and 3.16. Also refer to Response to Comment I019-1 regarding Bolsa de San Felipe.



Comment Letter I020 (Jordan DeStaebler, September 14, 2007)

I 020

9.14.07

California High-Speed Rail Authority
EIR/EIS Comments
925 L St., Suite 1425
Sacramento, CA 95814

RECEIVED
SEP 17 2007
BY: _____

Dear Governor Schwarzenegger and Elected State Politicians:

As a forty-six year old life-long resident of California, I fully support a bond measure financing High-Speed Rail to be placed on the November 2008 ballot. The benefits of high-speed rail to California's economy and environment are considerable. California's demographics now and in the near-future call for follow-through on the many years' work already undertaken by the California High Speed Rail Authority for the following reasons:

I020-1

I020-2

- California is a first-world country/state with a third-world population growth rate;
- The LA – Bay Area air corridor is the busiest in the world and presently at or near capacity;
- California, like all industrialized countries, needs to reduce its carbon footprint by reducing reliance on the automobile. High-speed rail will offer fast, efficient, and convenient connections city center to city center;
- Construction of a high-speed rail network would help ensure California's competitiveness in a global economy;
- Lastly, infrastructural investment provides jobs—lots of them—statewide.

This is a fantastic opportunity for the Governor and other State politicians to leave a tremendous legacy to the people of California. Get to work, and get it done!

Sincerely,

Jordan DeStaebler, 1412 1/2 66th St., Berkeley, CA 94702, jllucas61@yahoo.com



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I020 (Jordan DeStaebler, September 14, 2007)

I020-1

The Authority and FRA acknowledge the support for the HST bond measure.

I020-2

Chapter 1 reviews the purpose of and need for an HST system. The reasons for an HST system listed in this comment letter are reviewed in Chapter 1.



Comment Letter I021 (Mary Ann Reynolds, September 20, 2007)

I 021

Mary Ann Reynolds
3051 Silver Elm Ct
Merced, CA 95340



September 20, 2007

California High Speed Rail Authority
925 L St., Suite 1425
Sacramento, CA 95814

Dear Members of the Authority,

I have been following the reports and discussions of the High Speed Rail over the past several years. When the High Speed Rail Commission came out with its recommendations to use the Altamont Pass back in the late 1990s, I was convinced by their arguments that this route was far better than the Pacheco Pass route. I am now surprised that the debate over which route to follow is still being discussed. The arguments for the Altamont Pass are so convincing. The Altamont Pass (1) would provide additional transportation for this already very congested corridor (2) would connect Central Valley cities north and south from Sacramento to Bakersfield to the Bay Area (3) the Altamont Pass area is already a disrupted corridor with numerous rail and highway thoroughfares, therefore not disturbing a federal wildlife refuge which the Pacheco Pass corridor would do.

I021-1

When making your final decision on which route to put the High Speed Rail through, please carefully consider my arguments in favor of the Altamont Pass corridor.

Yours truly,

Mary Ann Reynolds



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I021 (Mary Ann Reynolds, September 20, 2007)

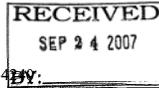
I021-1

Please see Chapter 8 of the Final Program EIR/EIS for a discussion of the prior actions by the High-Speed Rail Commission and Authority regarding selection of the alignment for the Bay Area to Central Valley. Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative for the underlying reasons. Please note that an Altamont alternative that serves San Francisco would pass through the federal Don Edwards Wildlife Preserve, while the Pacheco Pass Preferred Alternative would not.



Comment Letter I022 (Robert S. Allen, September 19, 2007)

I022



223 Donner Avenue
Livermore, CA 94551-4100
19 September 2007

MTC Commissioners:

Re: Draft Regional Rail Plan

Regional Rail is a splendid concept gone awry. It is based on faulty premises, the worst being that BART outward expansion is nearly complete. Voters in three counties bonded themselves in 1962 to build rail rapid transit. The original BART rail network has had a number of extensions, and each new extension enhances regional mobility. BART now serves four counties, and active plans are underway to add a fifth. The plan as proposed would overlay on BART's fantastically successful passenger operation a duplicative network of freight-gage passenger trains. The plan should consider:

• The BART Role:

The plan downplays BART's extension potential. Largely funded by a \$792 million bond issue 45 years ago, BART ran its first 2-car trains between Fremont and Oakland 35 years ago. Today the plan cites BART and Caltrain as "the backbone of the regional rail network. From nothing to the backbone in just 35 years suggests that the BART pattern of growth, both inward and outward, should continue unabated. Don't sell BART short!

• A New Network?:

The plan contemplates a patchwork freight-gage network of express trains. While California's planned High Speed Rail will probably be that gage - like Caltrain, ACE, Capitol Corridor, and Amtrak - a costly new infrastructure would be needed in heavily populated areas. BART already has the infrastructure of subway and aerial lines, yards and shops, train control, transit vehicles, and a going system. Outward BART extensions, especially if at grade in freeway medians or along railroad grades, would be relatively low in cost.

• Safety:

In 35 years, 29 billion passenger miles, BART has had only one passenger fatality (suicides excepted), and no grade crossing accidents (because it has no grade crossings). May that record continue! As EMU, DMU, or push-mode trains put passengers in a lead car, the risk of passenger injury or death in grade crossing accidents rises. The threat of deliberate acts by mentally ill or suicidal miscreants ought not to be ignored. Scheduled or frequent trains make passenger lines an easier target than lines with only unscheduled freight. Eliminating grade crossings on passenger lines (especially where trains have no locomotive in front) should be a prime goal of regional rail.

I022-1

I022-2

• Secure ROW:

A fenced right of way enhances safety. It also allows third rail power, reducing the needed clearance overhead. (BART allows structures at 13 1/2' above top of rail, as against 22 1/2' ATR over freight rail.) Structures over at-grade third rail transit lines thus cost dramatically less than those over other rail lines. Running transit in a wide freeway median brings the benefits of a secure right of way without the iron curtain effect on communities of a separate at-grade alignment.

I022-2
Cont.

• BART Extensions in Freeway Medians:

Three very congested freeways in the East Bay cry out for widening, with space for an at-grade BART trainway in the median:

I-80: El Cerrito del Norte to Crockett, aiming for the Carquinez Strait, Vallejo, and the North Bay.

SR-4: Pittsburg to Antioch and SR 160, aiming for the Central Valley, and

I-580: Hacienda to Greenville Rd. in Livermore, also aiming for the Central Valley.

CMIA and other funding to widen these freeways could well help widen the medians to allow low-cost BART trackway (about \$12.5 million/mile) for BART extensions.

I022-3

• BART and HOV Lanes:

Freeway widening could be reduced if BART routes replaced rather than augmented use of median space by HOV lanes. Extending BART in I-580 to Greenville Road or further to the Central Valley, for example, might eliminate the need for HOV lanes.

• BART MOS to Alum Rock in San Jose:

Subways are exceedingly costly. Building an MOS (minimum operating segment) at grade on the former WP and over US 101 just to a Santa Clara Street (Alum Rock) link with the planned light rail could yield a highly visible presence in the Silicon Valley and good connections to downtown and Caltrain. This segment would prove the need for the full extension to Santa Clara via an at-grade line alongside Caltrain.

I022-4

• PreBART for Lower Cost:

Where financing for a full BART line is lacking, a BART trackway deferring train control, traction power, and shorter platforms may be the key. Locomotive-powered trains of three or four BART-type cars, modified for the service, could reduce the initial cost and allow easy conversion to full BART at a later time. Particularly with BART planning to replace its fleet in a few years, the existing cars could provide low-cost rolling stock.

I022-5

*** Peninsula Rail Corridor:**

High speed rail and more bullet trains to San Francisco will make grade separating the line imperative. It should have at least four tracks: two HSR/Express and two local. Since BART is already at Millbrae and planned to reach Santa Clara, serious consideration should be given to changing the local service to BART: 5 1/2' gage, third rail power, high platforms, automatic fare collection with RSS (Remote Station Staffing), etc. Peninsula travelers could really take to frequent BART trains.

I022-6



Comment Letter I022 - Continued

- **High Speed Rail:**
 California High Speed Rail likely will have a Central Valley spine line to Sacramento and a line via Pacheco Pass to San Jose and San Francisco. It could well assume and convert the Capitol Corridor to a high speed rail line between San Jose, Oakland, and Sacramento. The enhancements could be running via Mulford, a stop at BART's planned Coliseum to Oakland Airport people mover, and an Elmhurst by-pass (west of I-880). 1022-7
- **Magnolia Intermodal:**
 A new BART line could link the Washington Street portal in downtown Oakland with the trans-bay tube. It would bypass the West Oakland station and stop at Magnolia (where the WP used to cross the SP). While somewhat costly, it could defer the need for another tube and provide a superb BART connection for San Francisco to a new high speed rail line to Sacramento. It would also provide an alternative route should a mishap occur on the present BART aerial line in West Oakland. 1022-8
- **The Altamont:**
 The UP/ACE rail line over the Altamont was built for heavy freight trains. To reduce the grade, the line is long and circuitous. Passenger trains – especially electric trains - could have much shorter but steeper grades. (BART routinely runs on 3% grades.) If ACE were electrified, it could run on an alignment miles shorter than the UP. BART might be slightly slower over the Altamont than high speed or even regional rail, but it serves so many more destinations that BART would serve most Central Valley commuters better. BART would lie in the I-580 median to Greenville Road, curve under westbound I-580's elevated lanes, and follow the former SP and Old Altamont Road to Mountain House, then Tracy, then an intermodal station on the HSR spine line near Manteca. 1022-9
- **Freight:**
 Freight trains are very sensitive to grades. Fuel and air pollution concerns plus the need for heavier motive power suggest that most Bay Area freight should go via Martinez and either the A (Sacramento) or B (Mococo) line to the Central Valley. The Mococo line could become so busy with port traffic that it would not be available for passengers. 1022-10
- **I-780-205:**
 An interstate highway link between I-780 at Benicia and I-205 at I-580 west of Tracy would greatly relieve traffic congestion and grades like Dublin Hill and the Altamont. Like the UP Mococo line, it would be at water level, basically following SR-4 through Pittsburg and Antioch, then swinging southerly to west of Tracy and the I-5 route to southern California. The new portion should have a wide median that would accommodate a BART line to Tracy. 1022-11

- **Northwest San Francisco:**
 A BART subway from Civic Center along Oak and Masonic toward the Golden Gate might be a good way to serve the North Bay. Possibly BART could go over the bridge to Marin County. If not, it could at least serve an intermodal near the south end of the bridge and relieve traffic congestion to downtown. An early stage would be just a spur up Oak Street, helping BART East Bay trains better serve all the downtown SF stations should a mishap strike the Mission line. 1022-12

My vision of passenger rail: mostly either HSR or at BART gage on secure, grade-separated trainway, apart from freight rail, I have repeatedly asked the regional rail partners and others to consider most of these and other possibilities. Rarely do I get an acknowledgement or even a phone call, let alone a serious discussion. 1022-13

I don't claim to be an expert, though I worked most of my life in railroad engineering and operations on three major railroads (all now UP subsidiaries) and am a life member of AREMA (American Railway Engineering and Maintenance of Way Association) , a member of AREMA Committees 12 (Rail Transit) and 17 (High Speed Rail) and a former member of Committee 16 (then Economics of Railway Location and Operation.)

I urge you to send this plan back for further study and solicit public input early on. The duplicative passenger rail network proposed is **not** in the region's best interest

Robert S. Allen
 BART Director (1974-1988)
 (925) 449-13878



Response to Letter I022 (Robert S. Allen, September 19, 2007)

I022-1

This comment is focused on MTC's Bay Area Regional Rail Plan, and this letter was sent to representatives of the MTC Regional Rail Plan.

I022-2

Please see Response to Comment I022-1. Please note that the HST system would be fully grade-separated and fenced.

I022-3

Please see Response to Comment I022-1.

I022-4

Please see Response to Comment I022-1.

I022-5

Please see Response to Comment I022-1.

I022-6

Please see Response to Comment I022-1. The Preferred Alternative identified in this Final Program EIR/EIS includes a fully grade-separated, four-track system along the peninsula, allowing for both HST and commuter services. Please also see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative.

I022-7

Please see Response to Comment I022-1.

I022-8

Please see Response to Comment I022-1.

I022-9

Please see Response to Comment I022-1.

I022-10

Please see Response to Comment I022-1.

I022-11

Please see Response to Comment I022-1.

I022-12

Please see Response to Comment I022-1.

I022-13

Please see Response to Comment I022-1.



Comment Letter I023 (Richard Mlynarik, September 24, 2007)

I 023

-----Original Message-----

From: Richard Mlynarik [mailto:Mly@POBox.COM]

Sent: Monday, September 24, 2007 9:41 PM

To: Dan Leavitt; Carrie Pourvahidi

Subject: Missing files from CHSRA BA-CV DEIS-DEIR website

Plans 2-D-14, 2-D-79 and 2-D-97 from Appendix 2 are all missing on the CHSRA web site:

http://www.cahighspeedrail.ca.gov/public_notice/pdf/DEIR-EIS/Appendices/2D/2-D-14_Niles_Subdivision_Line_to_I-880.pdf

21:34:12 ERROR 404: Not Found.

http://www.cahighspeedrail.ca.gov/public_notice/pdf/DEIR-EIS/Appendices/2D/2-D-79_Altamont_Pass.pdf

21:34:22 ERROR 404: Not Found.

http://www.cahighspeedrail.ca.gov/public_notice/pdf/DEIR-EIS/Appendices/2D/2-D-97_Bay_Area-Bay_Crossings.pdf

21:34:25 ERROR 404: Not Found.

I023-1



Response to Letter I023 (Richard Mlynarik, September 24, 2007)

I023-1

These links have been updated with the proper links. Thank you for making us aware of the situation.



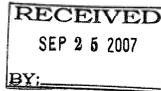
U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter I024 (Evelyn Halbert, September 22, 2007)

I 024

September 22, 2007

California High Speed Rail Authority
EIR/EIS Comments
925 L Street
Suite 1425
Sacramento, California 95814



Dear California High Speed Rail Authority,

As a resident of Riverbank in Stanislaus County I am appalled at the lack of communication with the residents in this valley area. Other than one meeting in Modesto a few years ago, there have been no public hearings or published notices regarding this project. There were seven public hearings scheduled for this EIR, only one was in the valley and that was in Merced County.

1024-1

Your letter of August 8, 2007 indicates no staff or consultants have contacted the City of Riverbank or any other city on the BNSF railway in Stanislaus County. It appears however you did contact cities on the Union Pacific railway.

The EIR shows two routes through the valley. Both would cause problems. The BNSF goes directly through many small communities. Riverbank is one of these. The BNSF already has many freight trains and AMTRAK. They go run day and night. The high-speed railway tracks should not be placed here. This would destroy neighborhoods, as some are close to the tracks. It would increase the already existing train noise. The Union Pacific tracks are close to the larger cities, they would have the same problems. The tracks are not through the middle of the cities. The majority of the riders would be in these cities.

1024-2

The valley is heavily agriculture and this project will destroy a lot of farmland. This is where you food comes from! How much agricultural land will be lost and how will you compensate for it?

1024-3

If I had not been on a mailing list I would not have know about this project. Why is there such a lack of communication with the valley? Why weren't the people in Stanislaus County asked what they want or don't want? We never got to vote on this. You do not seem to car as the lack of public hearings or notifications indicate.

1024-4

The EIR is supposed to be for the valley; however, I didn't find any studies regarding Stanislaus County, Riverbank, or the other valley areas. Please provide me with the EIR for Stanislaus County and the City of Riverbank, as I could not find it in this EIR. If there is none, why haven't there been any impact studies done specific to this area?

1024-5

Your lack of any public hearings and communication with this area is unacceptable and unfair. Please respond to these questions and comments.

1024-6

Thank you,

Mrs. Evelyn Halbert



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I024 (Evelyn Halbert, September 22, 2007)

I024-1

In response to comments from the Central Valley, two additional public hearings on the Draft Program EIR/EIS were held in Stockton and Sacramento.

I024-2

The UPRR N/S alternative is identified as the Preferred Alternative in this Final Program EIR/EIS. However, at the project level, the Authority will continue to evaluate the BNSF alternative because of the uncertainty of negotiating with the UPRR for use of some of its right-of-way. Impacts associated with these two alignments, including impacts on adjacent neighborhoods, will be reviewed in more detail during the project-level phase. Please see Chapter 8 of the Final Program EIR/EIS and Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I024-3

Potential agricultural impacts and mitigation strategies are discussed in Section 3.8. The range of farmland impacts resulting from the network alternatives analyzed in the Program EIR/EIS is estimated to be between 756 and 1,384 acres. Compensation for any land acquired for the project would be subject to the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. This includes farm operations.

I024-4

Please see Response to Comment I024-1. Additional input will be requested from the Central Valley regarding environmental impacts and the appropriate alignment during the project-level environmental review. Both the UPRR and BNSF alignments have been retained to ensure that the detailed impacts and benefits are fully reviewed prior to a determination of the alignment.

I024-5

Impacts for the Central Valley and Stanislaus County have been reviewed at the programmatic level in this Program EIR/EIS. The methodology and scope of this programmatic environmental review has been uniformly applied for all alignment and station locations throughout the Bay Area to Central Valley.

I024-6

Please see Responses to Comments I024-1 through I024-5.



Comment Letter I025 (Robert S. Allen, September 24, 2007)

I 025

223 Donner Avenue
Livermore, CA 94551-4240
24 September 2007

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SEP 25 2007
BY:

California High Speed Rail Authority
EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Presuming HSR can operate on standard gage tracks, I urge HSR run over Pacheco Pass to San Jose and San Francisco. Please ignore my long-ago request to use the Altamont.

Over the Altamont BART is a far better choice: from Hacienda Drive in a widened I-580 median to Greenville Road; under the high westbound I-580 lanes and up to the former SP roadbed and an ACE intermodal; along the old SP and Old Altamont Pass Road to Mountain House and Tracy; and on to an HSR intermodal station in the Lathrop/Manteca area. The cost for BART should be less than for HSR, and BART's station distribution would serve commuters better than HSR running to just a few stations.

The SF Peninsula corridor should be at least 4 tracks (2 express, 2 local) and fully grade separated. With BART at Millbrae and planned for Santa Clara, running the local tracks as BART between Millbrae and Santa Clara deserves serious study. Caltrain would continue express bullet train service on the same express tracks with HSR. Freight could use these tracks at night.

HSR should look at taking over the Capitol Corridor operation between San Jose, Oakland, and Sacramento. I recommend an across-platform transfer at San Jose; a stop at Santa Clara (San Jose Airport); running via Mulford (miles shorter/fewer and less busy grade crossings); bypassing Elmhurst with a new line west of I-880; an intermodal station at BART's planned Oakland Airport people mover from Coliseum; and a new intermodal near Magnolia (where WP used to cross SP).

A new BART line bypassing West Oakland station would link the Washington Street portal in downtown Oakland with the Trans-Bay tube. Though costly, this new BART line and the intermodal would cost far less than a new tube under the Bay, give San Francisco superb access to HSR to Sacramento, and give BART a reliever route on its Trans-Bay line if the aerial line in West Oakland were blocked.

I don't claim to be an expert, though I worked most of my life in railroad engineering and operations on three major railroads (all now UP subsidiaries) and am a life member of AREMA (American Railway Engineering and Maintenance of Way Association), a member of AREMA Committees 12 (Rail Transit) and 17 (High Speed Rail) and a former member of Committee 16 (then Economics of Railway Location and Operation).

I urge also sending the regional rail plan back for further study. The duplicative passenger rail network proposed is **not** in the region's best interest.

Robert S. Allen
Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

*cc: CA HSR Authority
EIR/EIS Not part of HST
EIR/EIS Comments
DSS*

223 Donner Avenue
Livermore, CA 94551-4240
24 September 2007

RECEIVED
SEP 25 2007
BY:

Editor:

35 years ago BART started operation: short two-car trains between Fremont and Oakland. Today BART – along with Caltrain – is “the backbone of regional rail transit”.

Until the BART bonds passed in 1962, San Francisco had only two buildings over ten stories tall. Since then great thickets of very high rise have sprung up next to BART city core stations.

29 billion passenger miles and 35 years later BART has had only one passenger fatality (suicides excepted) and no grade crossing accidents (as BART has no grade crossings). May BART's legendary safety record continue!

Automatic fare collection and having only one operator for trains of up to 10 cars – about 700 seated passengers – spell high labor efficiency and low operating costs. High car-level wheelchair-accessible platforms speed boarding. Electric propulsion speeds acceleration and curbs noxious and greenhouse gas emissions.

Yet regional rail planners would halt BART extensions – like along I-80, SR-4, and I-580, or on the peninsula. They would spend rail transit dollars patching together a redundant network mostly along today's freight railroads. Grade crossings, noisy and polluting engines, slow acceleration, and conflicts with freight operations would wreak havoc on schedules and the environment. Freight lines developed to serve industry rarely match either home or job concentrations.

Regional rail planners sell BART short. Creating another rail passenger network in BART's potential service area is a shocking waste of transportation resources. Planners: Back to the drawing board!

Robert S. Allen
BART Director (1974-1988)
(925) 449-1387

Note: If you need to cut for length, please start with the second paragraph.

I025-2

I025-1



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I025 (Robert S. Allen, September 24, 2007)

I025-1

Pacheco Pass is identified as the Preferred Alternative in this Final Program EIR/EIS. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Please see the HST Staff Recommendation (Appendix 8A) regarding the proposed review, in conjunction with regional stakeholders, of commuter rail service improvements in the Altamont Corridor. The Authority is currently working with regional stakeholders on planning and funding for Altamont Commuter Rail improvements. The Preferred Alternative identified in this Final Program EIR/EIS includes a fully grade-separated, four-track system along the Peninsula. Improvements to Capital Corridor services and facilities are evaluated in MTC's Regional Rail Plan.

I025-2

This comment is focused on MTC's Bay Area Regional Rail Plan.

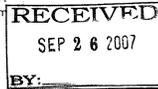


Comment Letter I026 (David Dutton, Mattson Technology Inc., September 17, 2007)

I 026



Mattson Technology, Inc.
47131 Bayside Parkway
Fremont, California 94538
Ph. +1-510-657-5900
Fx. +1-510-492-5911
www.mattson.com



September 17, 2007

California High-Speed Rail Authority Board
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814

Members of the California High-Speed Rail Authority Board:

My name is Dave Dutton. I am the President & CEO of Mattson Technology. We design, manufacture and market advanced fabrication equipment used in semiconductor manufacturing. Additionally, I am a member of the Silicon Valley Leadership Group; wherein I am the executive sponsor for the High-Speed Rail Initiative.

I write as a Tracy resident who commutes daily into Silicon Valley, like many of my employees. I also write as the chief executive of a global company with locations throughout the United States, Europe, and Asia. I utilize the ACE train a couple times a week combined with a bicycle to help reduce my impact on the environment and the congestion of the Altamont corridor.

We are all very happy with the progress that the High-Speed Rail Authority has made so far. I believe high-speed rail would help California remain competitive in a global environment. I take high-speed rail frequently in my trips to Europe and Asia. I do so because it's fast, more flexible and convenient. I can use my laptop and cell phone from the time I board until I disembark. The trains take me to the center of the city, rather than the outskirts where the airports are located. They are often as fast, if not faster than flying between local cities. Those are the same reasons why I would take high-speed rail if it were available in California.

The high-speed rail also helps the environment, where automobiles are two times higher in carbon emissions per passenger mile and a jet is 2.4 times greater than a high-speed train. Factor in airport expansions, which are heavily resisted, as most metropolitan areas have grown around the airports. High-speed rail would eliminate local flights. Having the local flights reduced, airports can achieve an expansion of international and long haul flights without having to intrude on the metropolitan areas. This ability to expand long haul flights would improve California's ability to sustain global business growth.

As the EIR states, intercity train travel is expected to grow over the next twenty years. There is already evidence that this is happening: The (August 23, 2007) "Wall Street Journal" noted these points:

- 1. U.S. rider ship on passenger rail is up 6% (this year)
2. Trains that run on the East Coast has increased its riders by 20% (that's enough to fill 2,000 Boeing 757 jets)
3. On-time train service is up 84% from last year (vs. lags & delays with air travel—due to security, etc.).



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The primary objective of the California High Speed Rail Authority is to help meet the travel needs of California's rapidly expanding population. It would cohesively tie the major metropolitan areas business with a more consistent flow of people and business.

As stated in the EIR, the purpose of the high-speed train system is to reliably link the major metropolitan areas of California. The ranking of these major metropolitan areas from a business viewpoint is Los Angeles area, Bay area led by San Francisco, Oakland and Silicon Valley, San Diego and then Sacramento. The Central Valley certainly has a growing population, but it is dispersed over a collection of smaller cities, which may be best served by local services such as the ACE and AMTRAK lines.

To serve the primary purpose I believe that the best route choice for the high-speed train system is the Pacheco pass route. I believe this route is best because:

- 1. It best fits the purpose of the High Speed Train EIR.
2. This route more seamlessly connects the key economic engines of Silicon Valley and LA area.
3. It most effectively links Silicon Valley to the rest of the bay area, a missing link that has slowed the economic synergies of San Jose, San Francisco and Oakland.

If the primary objective of the California High Speed Rail Authority is to help meet the travel needs of California's rapidly expanding population, the most cost effective investment would be maximizing service to areas where demand is the greatest and the alternatives most limited. That means Los Angeles to the Bay Area via Pacheco Pass. As much as I would personally like to see the Altamont route, I believe the corridor has established BART and ACE route that can be expanded to handle the population density increases of these primarily "bedroom communities." Both BART and ACE are good local trains that will be linked into the Pacheco Pass High Speed rail stations. To help make HSR the most successful, we must combine existing assets with new assets; I believe the Pacheco Pass route achieves this best for the Northern California portion of the high-speed rail project.

Thank you

David Dutton
CEO

I026-1
Cont.

I026-1



U.S. Department of Transportation
Federal Railroad Administration

Response to Letter I026 (David Dutton, Mattson Technology Inc., September 17, 2007)

I026-1

Consistent with this letter and for some of the reasons identified, the Pacheco Pass is identified as the Preferred Alternative in this Final Program EIR/EIS. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I027 (Audrey Alorro, September 27, 2006)

I027

September 27, 2007

The Honorable Quentin L. Kopp, Chair
California High Speed Rail Authority Governing Board
925 L St Ste 1425
Sacramento CA 95814

Dear Sir:

I would like to encourage you to prioritize the Altamont Pass Network as the first choice for the future California High-Speed Rail. The benefits of an Altamont Pass route outweigh those of a Pacheco Pass route:

1. It is estimated that more riders would utilize an Altamont-Central Valley route. There are already a sizable number of commuters using the Altamont Pass, more so than along the Pacheco Pass corridor. There are also more large cities in the Central Valley that would be serviced best by the Altamont route. A large ridership is needed to financially support this system.
2. There would be less environmental impact by choosing the Altamont Pass route. There are more wetlands and agricultural lands along the proposed Pacheco Pass route that would be disturbed. The Altamont Pass environment has already been impacted; diverting automobile traffic onto public transportation could actually help lessen the congestion along this corridor. Altamont is also at a lower elevation and would be easier and less costly to build.
3. The Central Valley is growing at a fast pace and needs the transportation infrastructure that a high-speed rail system could provide. Bay Area communities have transportation alternatives in place that could be expanded to connect with a new Altamont Pass HST route. The establishment of UC Merced is one example of how this area is growing.
4. The most direct route from Sacramento, our State capitol, to Los Angeles is directly through the Central Valley. The most direct route from San Francisco to Stockton and thus to Sacramento would be via the Altamont Pass.

I027-1

I urge you to weigh both alternatives in terms of cost, impact, and future growth. I'm certain that once you do, the Altamont Pass route will prove to be the best choice.

Sincerely,

Audrey Alorro
3312 Denver Way
Merced CA 95348



Response to Letter I027 (Audrey Alorro, September 27, 2006)

I027-1

Pacheco Pass is identified as the Preferred Alternative in this Final Program EIR/EIS. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I028 (John W. Scherrer, October 1, 2007)



**DRAFT BAY AREA TO CENTRAL VALLEY
HIGH-SPEED TRAIN PROGRAM**

**ENVIRONMENTAL IMPACT REPORT/
ENVIRONMENTAL IMPACT STATEMENT**

COMMENT SHEET

1028

Written comments may be submitted at today's meeting or may be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street
Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments

Comments may also be submitted through the Authority's Web site:
<http://www.calhighspeedrail.ca.gov/>

All comments must be received by end of day September 28, 2007.

Please provide your comments below on the project's draft environmental document.

Name (please print): **Mr. John W. Scherrer**

Title (if applicable): **7530 Kentwood Ct**

Organization/Business (if applicable): **Gilroy CA 95020**

Address:

City: _____ State: _____ Zip: _____

Phone: **(408) 842-3932** Fax: _____

Email: **jws@garlic.com**

Meeting Date: _____ Meeting Location: _____

COMMENTS:

I own that portion of land on Pacheco Pass Hwy. 152 where the proposed route of the California High Speed Train would be crossing the South Fork of Pacheco Creek, namely Parcel Numbers 898-57-001, 002, 898-14-009, 019. I don't know where exactly the crossing is intended to be located but I signed an agreement over two years ago with the Federal Government that declares the land from three hundred feet from center line on both sides of the creek as Wilderness for the life of the land on all that portion of the creek on parcels 009 and 019 and the upper portion of the creek on parcels 001 and 002. That means that no construction of any kind can take place above or below that portion of the land. If, on the other hand the intended crossing is on that portion of parcels 001 and 002 that are not included in the agreement, then I have another concern. I have a cattle operation on the property and a road that follows along the east side of the creek which is frequently used by the cattle. Any construction would have to provide me with a tunnel access through that crossing for both cattle and vehicle. Another concern would be the disposal material. I presume part of it would be used for the above ground creek crossing but what of the rest? Another concern of course is land values. Pretty expensive in that area.

John W. Scherrer

RECEIVED

OCT 01 2007

BY: _____





U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I028 (John W. Scherrer, October 1, 2007)

I028-1

The Authority and FRA will review the possible impacts of the Preferred Pacheco alignment on these specific parcels during the preliminary engineering and project-level environmental review phase. Please note that property severance and possible interference with and restriction on property access and farm operations will be part of this review. It is anticipated that alignment refinements will occur during this phase to minimize impacts on properties and natural resources. The design for creek crossings will take into account potential impacts on water resources. As required by state and federal law, the project will provide appropriate compensation for any loss of property.



Comment Letter I029 (Walter Strakosch, No Date)

I 029

My name is Walter Strakosch and these are additional comments on the Draft EIS/EIR on the San Joaquin Valley (SJV) to Bay Area California HSR project that I previously submitted.

I029-1

the AP. Therefore the ridership figures as shown on Table S.5-1 that shows a lower ridership via the AP as opposed to the PP are not reasonable and I believe to be understated.

I029-3
Cont.

At the last HSR meeting on September 26th I submitted a statement on the Program EIS/EIR in regard to the Bay Area/Valley preferred routing. In that statement I submitted what I felt were close to accurate cost figures via two routings: One via the Pacheco Pass (PP) (Table 7.2-12) and one via the Altamont Pass (AP) (Table 7.2-8), but I did not submit ridership figures the way I believe they should be.

I029-2

I also do not believe that ridership between LA and SJ would be damaged as the travel time (AP vs. PP) is only 10 minutes longer, but still very competitive with air and certainly not the end of the world for San Jose although the kids from San Jose act like it might be.

The annual ridership via the PP is shown as 93,300,000. This would be a direct routing from the SJV via the PP to San Jose and thence San Francisco via the Caltrain corridor alignment. The timing between LA and SF would be 2:38 minutes and LA and San Jose as 2:09 minutes. The running time for the SF to Sacramento routing (via the PP) would be 1:47 minutes, despite the fact that you would have to go almost halfway to LA to travel between these two points.

A saving of close to \$2,000,000,000 plus the added ridership from the northern SJV cities and Sacramento say that the AP routing is a wiser and more prudent choice. It just makes good sense.

I029-4

Walter Strakosch
415 388-6206

DEISHSR1.doc

The annual ridership via the AP is shown as 90,700,000. This would be a routing from the SJV (near Stockton) thru the AP, over the Bay via a Dumbarton Bridge and then North to SF or South to SJ. The running time between LA and SF is shown as 2:36 minutes and LA and SJ as 2:19 minutes. The running time between SF and Sacramento is shown as 1:06 minutes.

The running time between SF and Sac. via the PP is shown as 1:47 minutes vs. 1:06 minutes via the AP. The distance (SAC/SF) via the PP is about 255 miles vs. 135 miles via the AP. The schedule in Table 4.3-1 allows only 41 additional minutes to travel that additional 120 miles (as well as the additional wear and tare on the equipment and the rails). This doesn't sound reasonable. In which case neither does the ridership figures. *It is folly to believe that most riders will travel halfway to LA to travel between Sac. and SF.*

If the more direct Sac. to SF routing via the AP is chosen it will also be, as well, a direct shot for passengers from Merced, Modesto and Stockton to travel to SF which is not possible via the PP. With the AP routing the market between SF and Sac. (now the 3rd largest in the State) can also be expected to expand as will the total ridership over

I029-3



Response to Letter I029 (Walter Strakosch, No Date)

I029-1

The Authority and FRA acknowledge receipt of comments from Mr. Strakosch.

I029-2

The annual ridership on the Pacheco Pass is 93,890,000. This was incorrectly identified as 93,300,000 in Table S.5-1 in the Draft EIR/EIS. The annual ridership on the Altamont Pass was correctly identified in this table as 87,910,000.

The Authority and FRA concur with the commenter that the Altamont Pass alternative provides more competitive HST travel times than Pacheco Pass travel market between the Bay Area and Sacramento region. Results from the ridership and revenue model show that there are 8.9 million annual riders in this market for the Altamont Pass alternative and 6.4 million annual riders in the Pacheco Pass alternative. This amounts to 2.5 million more annual passengers for the Altamont Pass alternative for this one market.

Altamont does not have a larger ridership advantage in this market because a) auto provides a much more competitive door-to-door travel time than either HST alternative for the vast majority of travelers in this market and b) the Altamont Pass base alternative includes an HST service split in the East Bay, which greatly reduces HST frequency (compared to Pacheco Pass) to San Jose and San Francisco. The combination of these factors results in HST capturing about 5% of the travel market between the Bay Area and Sacramento region, while conventional rail captures 7% and auto captures 88%.

The HST service split is also one of the reasons that the Altamont base alternative achieves lower systemwide ridership compared to Pacheco. The ridership and revenue forecasts assumed about 50 trains per day per direction between Los Angeles and San Francisco/San Jose in the Pacheco Pass alternative. Due to the HST service split, the Altamont Pass alternative has 33 trains per day from Los

Angeles to San Francisco and 17 trains per day from Los Angeles to San Jose (for the same total of 50 between Los Angeles and the Bay Area). This allocation of trains to the two destinations means that everyone traveling to these destinations has lower frequency of trains in the Altamont alternative compared to the Pacheco base alternative. This lower frequency leads to lower systemwide ridership in the Altamont base alternative. This produces 1.7 million fewer annual passengers in this market alone (21% decrease), and 6 million more annual passengers systemwide (7% increase) for the Pacheco Pass base alternative compared to the Altamont Pass base alternative.

Although the base Altamont alternative has the potential to achieve higher ridership between the Bay Area and northern Central Valley (Merced northward), the base Pacheco alternative achieves higher ridership between the Bay Area and areas from Fresno southward (including Los Angeles and San Diego regions). Due to its proximity to the Central Coast region (through a potential Gilroy station), the Pacheco alternative also creates a sizable HST market to/from the Monterey Bay area; this market is virtually untapped with the Altamont HST alternative.

I029-3

See Response to Comment L019-9. It is important to note that Stockton would not be served with the Altamont Pass alignment. The current plan for the HST system has the Stockton station added with the extension to Sacramento.

Ridership results in Table S.5-1 are reasonable and are not understated for the Altamont Pass alternative. Please see Response to Comment I029-2 for explanation of factors that underlie the ridership patterns for Altamont and Pacheco alternatives.

I029-4

The capital cost of the base Altamont alignment (San Jose and San Francisco Termini) is \$12.7 billion and the capital cost of the base



Pacheco alignment (San Jose and San Francisco Termini) is \$12.4 billion (see Table S.5-1 in the Executive Summary of the Draft EIR/EIS, available at http://www.cahighspeedrail.ca.gov/public_notice/pdf/DEIR-EIS/summary/ExecutiveSummary.pdf) for the "San Francisco and San Jose termini".

The Pacheco Pass base alternative is projected to attract about 5.0 million more HST riders than the base Altamont Pass alternative for a network alternative that includes San Jose and San Francisco termini. Although Altamont has the potential to achieve higher ridership between the Bay Area and northern Central Valley (Merced northward), Pacheco achieves higher ridership between the Bay Area and areas from Fresno southward (including Los Angeles and San Diego regions). Due to its proximity to the Central Coast region (through a potential Gilroy station), the Pacheco alternative also creates a sizable HST market to/from the Monterey Bay area; this market is virtually untapped with the Altamont HST alternative.

The commenter's preference for an Altamont Pass alternative is noted.

Please see Standard Response 3 and Chapter 8 for the identification of the Pacheco Pass as the Preferred Alternative. The analysis concluded that both Altamont Pass and Pacheco Pass alternatives have high ridership and similar capital costs (for similar termini). The Authority and FRA determined that neither of these factors (ridership or costs) differentiate between the Altamont and Pacheco Pass alternatives.



Comment Letter I030 (Michael Kiesling, October 26, 2007)

I 030

Michael Kiesling
1000 Union Street #207
San Francisco, CA 94133

October 26, 2007

Chair Kopp, Members and Staff
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Comments on DEIR/EIS Bay Area – Central Valley High Speed Train Program

Dear Chair Kopp, Members and Staff:

Thanks for all your work on California’s high speed rail project. We are close, and within ten years, we’ll have something working, but it remains to be seen what that is.

I030-1

I know that many other groups and individuals are offering their comments on a myriad of issues. I will refrain from going over many of them, concentrating on the few outstanding physical alignment/civil engineering issues that I believe make enough of a difference in the project that they are worthy of investigation or clarification in the DEIR/EIS to ensure that the superior option, in all respects, is presented to the Authority’s Board for approval.

I030-2

Many people are frustrated by the politics of the design process. I hope most of them, like me, can separate the politics from the project so that the state can move forward with this project.

Please note that higher resolution versions of the images imbedded in this document are available at the urls included.

Choice of Alignment

From all the data presented in the decade of studies leading to the DEIR/EIS, and utilizing common sense, the Altamont alignment, consisting of the Tracy Downtown, Patterson Pass, Livermore UP, variations on the UP alignment through Pleasanton and Niles Canyon, and the Fremont Central Park section and Dumbarton Tunnel make up the best option for connecting the Bay Area to the Central Valley, along with a variation on the I-880 and Trimble alignments to San Jose.

I030-3

According to your data, Altamont is faster than either Pacheco alignment between all stations in the state, with the exception of San Jose and Gilroy. It serves the Tri-Valley and Contra Costa cities at the expense of not serving Gilroy. It parallels the congested I-580/680 freeways between the Bay Area and Central Valley. It consumes less farmland and traverses significantly less undeveloped open space and farmland. Its only failure seems to be a slower travel time from stations south of Merced. This travel time can safely be described as insignificant, as it is a matter of ten minutes or less. Less than the

I030-4

time it will take you to read this document, sip a latte or walk from your car to security at most any airport. To decide the future of the state’s railway network on such an insignificant factor, weighed against the benefits of the alternative is both a clear and sad trumping of the facts so clearly laid out in document.

I030-4
Cont.

The political process that originated from the use of the word “spur” in relation to San Jose service in your predecessor’s planning documents has led to too much effort in a very negative direction, and documentable perversions of the Authority’s planning process. This DEIR/EIS has addressed most all the issues dropped in the previous document, and is a good document. From the merits outlined in this DEIR/EIS, and by using common sense, Altamont is the only logical choice.

Dumbarton/Caltrain Joint Use

I030-5

The DEIR/S fails to adequately consider joint-use of the Dumbarton Corridor to minimize cost and environmental impacts. The DEIR/EIS should clearly outline the opportunities and challenges with operating in across the Dumbarton in a joint-use with the Dumbarton rail service.

The Dumbarton Corridor is expected to be in operation in 2014. The line from Redwood Junction to Newark Junction will be built to Caltrain standards and operated and dispatched by Caltrain. Cost escalation and funding constraints have caused this project to become phased, with the first phase to enter operation between Newark and Redwood City.

The CHSRA expects to run in mixed-traffic with Caltrain to gain access to San Francisco. This should extend to the Dumbarton line between Newark and Redwood City as a preliminary option to decrease project costs and environmental impacts. Once headways and ridership increase, a tunnel should be constructed at Dumbarton, and the existing railway crossing, including bridges and earthworks, should be removed.

CHSRA assumes a station in either Newark or Fremont. This station would serve as the East Bay stop for the Dumbarton service. On the West Bay side, a set of passing sidings could be built at the site of the proposed Chilco station, to allow local trains to stop while regional and express trains pass through unimpeded.

The decision to implement high speed rail will occur prior to the construction phase of the Dumbarton project. Construction documents for the Dumbarton project should be expanded to include signaling and electrification compatible with joint Caltrain-HSR operation.

By evaluating the joint use of not only the Caltrain line but also that of Dumbarton crossing the CHSRA has the opportunity to reduce initial project costs significantly while reducing the environmental impacts of constructing another bridge in the corridor. By deferring the construction of a tunnel at Dumbarton until the HSR is operating and turning a profit, initial economic resources can be used elsewhere in the network.

Even if the initial crossing utilizes the contemplated single-track embankment and



Comment Letter I030 - Continued

bridges through the Don Edwards refuge, the five mile single-track section through the sensitive environment could easily handle 6 trains per hour in each direction, greater than the combined service levels envisioned for either HSR service to San Francisco and the proposed Dumbarton service.

I030-5
Cont.

Tracy Elevated Station Alternatives

It seems that the design of the Downtown Tracy Station could be improved if the intersecting UPRR Moccoco line was depressed beneath the proposed HSR line and station, with the HSR line and station constructed at grade. The current cross section, shown in Section AP-24, places the HSR and platforms at approximately +30' with a pedestrian undercrossing beneath the adjacent UPRR at approximately -15'. This results in a 45' elevation change from the passageway to the platforms and a long and expensive elevated station and approaches.

I030-6

Depressing the UPRR would require approximately 1/2 mile long transition sections to bring the conventional line beneath the HSR line and station, following a 1% grade. The UPRR would begin its descent after crossing North Tracy Boulevard and be fully depressed to cross under Central Avenue adjacent to West Sixth Street. Platforms for passenger service on the line would be provided in this area. The line would then cross under the HSR line and begin to climb back to grade. The line would be at grade again just east of South MacArthur Drive.

Central Avenue would be depressed under the HSR line, descending after passing over the depressed UPRR line.

This arrangement should reduce the cost of the station by 1/2 to 2/3. This significant cost savings should be tested then reflected in the final EIR/S.

Why was a surface option, as described above, not included in the options?

I030-7

Fremont Central Park Alignment / Newark Station

Why was the decision made to bring the Central Park alignment in Fremont from a cut and cover tunnel to an aerial structure in the middle of a residential area? The cost of extending the cut and cover another two kilometers to bring it to the west side of I-880 would be roughly \$70 million, the difference between the cost of an aerial structure and a cut and cover tunnel.

I030-8

Proposing an elevated alignment bisecting a residential neighborhood where there is no existing roadway or railway is likely to generate significant opposition.

As drawn, the Newark Station's location cannot accommodate a 4-track section, to allow for stopping and through tracks. Why was this location, under-sized, in the midst of a built-up industrial area, chosen for the station location? There is no significant public transit connections to the station. AC Transit's line 235 passes the location only five times (total) each weekday. The industrial development surrounding the site limits the

I030-9

feasibility of attracting transit oriented development to the station site.

I030-9
Cont.

Finally, what is the actual station configuration? The text on the Newark Station Fact Sheet says it is an at-grade station but the section shown indicates it's an elevated station. The configuration can affect the cost of the station by a factor of at least 3, if one compares the cost projected for at-grade stations against those for elevated stations.

I030-10

Shinn Street Station

The Shinn Station location is accessed by a single narrow residential street that crosses the Union Pacific mainline, which carries both Amtrak Capitols and ACE trains, at grade. The station site has no transit service and is constrained by rail and industrial development and Alameda Creek and established residential neighborhoods. The existing rail right-of-way is not wide enough to accommodate the 180' station section shown on the Shinn Street Fact Sheet. There is no indication that a connection to BART, less than 1/4 mile west of the station site, is contemplated.

I030-11

Why is this important intermodal connection overlooked? Wouldn't a connection to BART increase ridership and meet the goal of forging intermodal links? What potential for meaningful joint development is possible on this constrained site? Is the site even capable of accommodating a station?

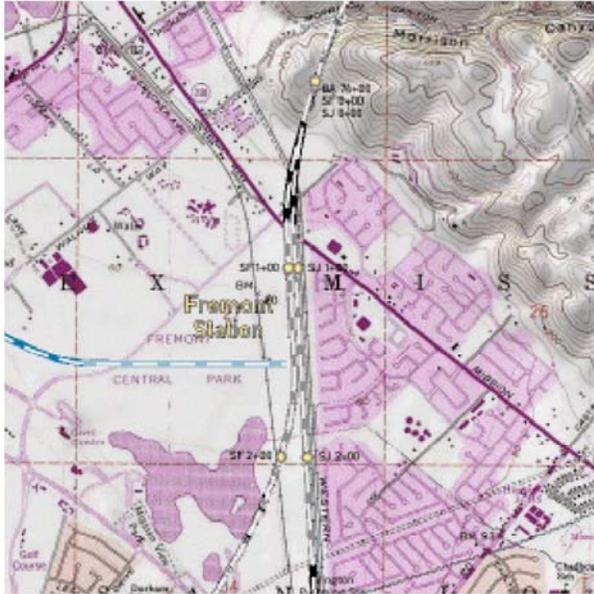
Fremont Mission Boulevard Station

I030-12

Why was no station common to both San Jose and Peninsula trains considered in the Fremont area? A site near the intersection of Mission Boulevard and Stevenson Boulevard, a present commercial use, could provide the location for the station. See: <http://arch21.org/BARegRail.dir/BayRailDetailMaps.dir/6-Fremont.gif>



Comment Letter I030 - Continued



Building two stations in the Fremont area, one for San Jose trains and one for Peninsula trains, is duplicative and wasteful.

I030-12
Cont.

Grasslands North Alignment

What is the benefit of this option? It traverses more open and agricultural land than the other Pacheco alignment, traverses a more developed area where it requires a junction with the N-S Central Valley line (requiring more homes to be taken for construction) and adds distance and travel time to all trips between stations Fresno and south and the Bay Area.

Placing the Merced station on the Southern California-Bay Area mainline seems a very weak justification for this alignment option. Table 3.2-7, Forecasted Daily Boardings, from the March 23, 2001 Alignment/Station Screening Evaluation Methodology report,

I030-13

shows Merced with only 514 boardings, third lowest, just above Los Banos and Tulare/Hanford. Most stations have in the thousands, if not tens of thousands. Updated boarding information is unlikely to change relative differences in station boardings.

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Cont.

The GEA seems to lack any significant benefit over the Henry Miller Pacheco Alignment, so it should be dropped from further study.

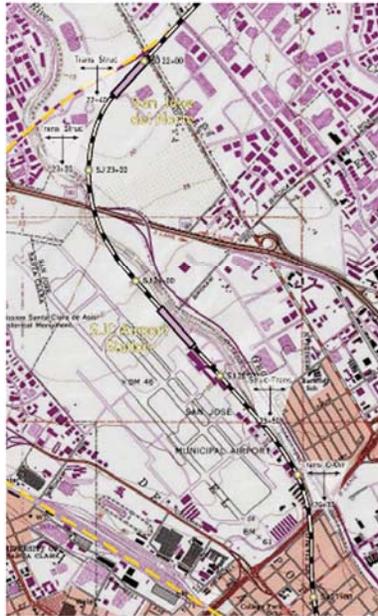
San Jose Mineta Airport Access

I030-14

I congratulate the Authority for adding an option to bring the proposed HSR alignment down Trimble Road in San Jose. San Jose's decision to upzone the area of North First Street and Trimble Road to encourage the development of dense commercial uses in the area would be well supported by a future regional rail (not HSR) stop in the area.

The Authority's consultants did overlook or reject the most significant portion of the Trimble alignment presented to them, accessible at:
http://arch21.org/BARegRail_dir/BayRailDetailMaps_dir/3-SanJose.gif

Comment Letter I030 - Continued



The ability to serve a second Bay Area airport directly, with an even better connection than possible at SFO, seems a strong reason to include the SJC alignment in the DEIR/EIS. The alignment, as drawn, is compatible with SJC's proposed expansion. Concerns about this station being too close to the Diridon San Jose station should be mollified by the fact that there are many locations on regularly-scheduled high speed service with station spacing near terminal stations. Many German ICE trains make closely-spaced stops, including 4km on train 1650 between Dresden and Dresden Neustadt, 5km on ICE 600 between Basel and Basel Bad stations, 5km between Hamburg-Altona and Hamburg-Dammtor then 1 (!) km to Hamburg main station on ICE 1517.

An airport stop in San Jose also provides passengers arriving by auto a location close to freeways and which provides ample parking. A second airport station in the Bay Area gives travelers greater choice. The alignment option serving Mineta San Jose Airport

I030-14
Cont.

should be included in the DEIR/EIS, as it is on either an initial Altamont alignment, or potential San Jose-Oakland line.

I030-14
Cont.

I-880 UP/BART Alignment

I030-15

The single option of an elevated alignment for the HSR above the median of I-880 between Fremont and San Jose overlooks the opportunity to utilize the UP/future BART right of way. The Trimble alignment provides an exit from the UP right of way prior to its congested and developed entry into downtown San Jose. While the ability to utilize the UP/BART right of way partially to San Jose, transitioning to I-880 offers little benefit, the UP/BART to Trimble alignment appears superior to the I-880/Trimble alignment.

The joint rail right of way between Stevenson Boulevard in Fremont and Abel Street in Milpitas has sufficient width to accommodate BART, HSR and Union Pacific facilities. South of Abel Street, the proposed BART alignment follows the UP alignment to the east, while HSR would follow the historic SP right of way until transitioning to an aerial structure in the median of Montague Expressway.

Utilizing the BART/UP right of way would allow the HSR to take advantage of the grade separations there, existing and planned, rather than building a complex elevated structure in the median of the I-880 freeway.

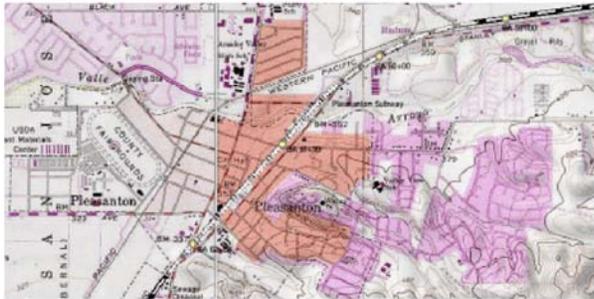
Pleasanton Alignment

I030-16

The DEIR/EIS should consider an underground alignment on the former Southern Pacific alignment through downtown Pleasanton, examining the possibility of a three-track configuration, relocating the existing UP line into the cut and cover structure.

The former SP right of way is 100 feet wide, more than necessary for a three track cut and cover excavation. The crossing of Arroyo Valle, just east of downtown Pleasanton, will require a deep excavation, but the benefit to the town of removing the UP tracks from their right of way, combined with the straighter alignment for HSR should make this option worthy of inclusion in the DEIR/EIS. See: <http://arch21.org/BARegRail.dir/BayRailDetailMaps.dir/4-AmadorValley.gif>

Comment Letter I030 - Continued



I-680/580 Alignment

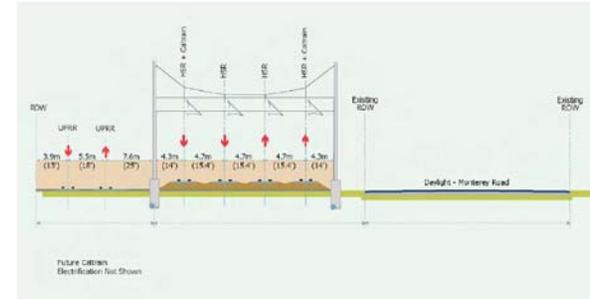
This alignment should be dropped, due to the sharp curvature entering and leaving the I-680 median, the difficulty of building above the median of freeways and BART, and the visual and sonic impacts of an elevated railway.

1030-17

HSR Adjacent to Monterey Highway

The combined right of way of Monterey Highway and the Union Pacific in South San Jose does not appear to be wide enough to accommodate the proposed cross section shown in Figure PP-6. see: http://www.cahighspeedrail.ca.gov/public_notice/pdf/DEIR-EIS/Appendices/2E/3-SanJose_to_CentralValley_a.pdf

1030-18



Please provide a sample of various right of way widths along Monterey Highway between Capitol Expressway and Bernal Road, taken at each intersection. Also provide all dimensions on Figure PP-6, including that for Monterey Highway, including landscaping and sidewalks.

1030-18 Cont.

Operations

The Authority needs to offer an operating plan for both alternatives that bases train service on demand (rather than equal) service to the dual or triple terminals in the Bay Area and offer an operating plan that considers the severe capacity constraints at the San Francisco Transbay Terminal as it relates to accommodation of terminating all LA and Sacramento to Bay area trains under a Pacheco alternative. Can the Transbay Terminal handle the service levels on HSR if all trains to the Bay Area terminate there, or will some trains need to be terminated before reaching San Francisco?

1030-19

Also, the Authority needs to discuss in the DEIR/EIR the following operating assumptions:

1030-20

Operating costs are based on trainset-kms and number of operators. HSR to SF is projected by the CHSRA to have about double the demand of the LA link to SJ.

Let's consider an HSR schedule that provides an equal number of arrivals and departures to SF and SJ, using twinned-trainsets (two trains coupled together) for the SF train and single trains for SJ.

The CHSRA's ridership studies show a demand of about 19.5m trips per year for the Bay Area stations, or 32,500 boardings a day. Demand is roughly split 2:1 between Peninsula and South Bay stations. Assuming 400-person trains, or 800-person twinned trains, an equal number of

1030-21



U.S. Department of Transportation
Federal Railroad Administration

Comment Letter I030 - Continued

trains could depart from each Bay Area terminal, under an Altamont scheme: Peninsula trains would be twinned, and South Bay trains would be single.

Assuming 60% capacity, or 240 persons/train,

$$32,500 / 0.6 = 54,166 \text{ seats needed}$$

$$54,166 \text{ seats needed} / 400 \text{ seats per train} = \text{approx. } \mathbf{136 \text{ trains}}$$

this would generate a demand for about 46 departures/day from each terminus. Trains originating in San Francisco would be twinned, single trains would serve the South Bay, for a total of 136 trainsets. (Twinned train = two trainsets coupled as one train)

$$136 \text{ trains} / 3 \text{ trainsets} = \text{approx. } \mathbf{46 \text{ train departures each day}}$$

from each Bay Area terminus

If a southern alignment into the Bay Area was chosen, the demand would require about 68 twinned trains/day to the Bay Area.

$$54,166 \text{ seats} / 800 \text{ seats per twinned train} = 67.7 \text{ twinned trains}$$

or 75% of the total number of train departures/arrivals as in the Altamont scheme, but still 136 trainsets.

Los Angeles to San Francisco via a southern alignment (assumed Pacheco) is about 670km. Los Angeles to San Francisco via Altamont is about 677km. Los Angeles to San Jose is about 632km via Altamont.

In the case of an Altamont alignment, there would be 92 trainsets operating to San Francisco each day, for 124,568 train-km round trip (arrivals from LA plus departures to LA).

$$\text{SF via Altamont} = 677\text{km} \times 46 \text{ departures} \times 2 \text{ trainsets/train} \times 2 \text{ (roundtrip)}$$

$$= 124,568 \text{ train-km}$$

San Jose would account for 46 trains, or 58,144 train-km. Together, this results in a 182,712 train-km/day.

I030-21
Cont.

$$\text{SJ via Altamont} = 632\text{km} \times 46 \text{ departures} \times 1 \text{ trainset/train} \times 2 \text{ (roundtrip)}$$

$$= 58,144 \text{ train-km}$$

$$\text{Total train-km/day for Altamont} = \text{SF} + \text{SJ} = \mathbf{182,712 \text{ train-km}}$$

For a southern alignment, there would be 68 twinned-trains operating, 182,240 train-km/day.

$$\text{SF/SJ via Pacheco} = 670\text{km} \times 68 \text{ departures} \times 2 \text{ trainset/train} \times 2$$

$$\text{(roundtrip)} = \mathbf{182,240 \text{ train-km}}$$

$$\text{Total train-km/day for Pacheco} = \mathbf{182,240 \text{ train-km}}$$

Note that this yields a difference of less than 0.3% in total train-km to provide an equal number of departures and arrivals to each of the Bay Area's terminals.

Assuming that the trains operate 18 hours/day, **this would be a departure or arrival of a HSR train every 8 minutes**, a significant addition to Peninsula corridor rail traffic under the Pacheco routing.

$$68 \text{ trains} / 18 \text{ hours} = 3.77 \text{ train/hr} = 1 \text{ departure every } 15.8 \text{ minutes}$$

These HSR trains would pass through Palo Alto and Sunnyvale without stopping.

With the Altamont routing, the trains would depart from San Jose every 23.5 minutes. The trains would not pass through Palo Alto or Sunnyvale or create attendant noise impacts in those cities without providing a direct transportation benefit.

$$46 \text{ trains} / 18 \text{ hours} = 2.56 \text{ train/hr} = 1 \text{ departure every } 23.5 \text{ minutes}$$

The difference in departure frequencies between these scenarios is not significant from a traveler's point of view given the distances traveled. Just as a traveler doesn't base a decision to fly from SFO instead of from SJC to LA based on the fact that the frequency of flights from SFO to LA is somewhat greater, neither will a traveler decide against riding HSR because of a slight difference in frequency or travel time.

HSR trains would travel more frequently through Fremont under this

I030-21
Cont.



Comment Letter I030 - Continued

scenario, as opposed to not at all. Fremont has the advantage that it would connect the HSR line to the BART system. BART could also connect to HSR in the Amador Valley.

I030-21
Cont.

Los Banos Light Maintenance/Storage Facility

I030-22

How was Los Banos determined to be the best location to service Bay Area trains, when it's over 200km from the terminal in San Francisco? How does the Los Banos location meet the requirement that the light maintenance facility be within a 5-minute trip of the terminal? What criteria was used to determine this location? Are there no other locations closer to San Francisco than Los Banos that could serve as a light maintenance facility? What are the impacts of the Los Banos facility on the surrounding environment, including wetlands?

The DEIR/EIS needs to identify a maintenance facility site in the Bay Area that meets it's own criteria, a 5-minute trip from the terminal station.

Thank you for your years of diligent work towards bringing high speed rail to California. I look forward to seeing the first shovel of earth turned for this project.

I030-23

Sincerely-



Michael Kiesling



Response to Letter I030 (Michael Kiesling, October 26, 2007)

I030-1

Thank you for that acknowledgement.

I030-2

Comment acknowledged.

I030-3

Please see Standard Response 3 and Chapter 8 for the rationale behind the selection of the Pacheco Pass as the Preferred Alternative. Either the Pacheco Pass or Altamont Pass would provide quick, competitive travel times between northern and southern California. The Pacheco Pass would provide the quickest travel times between the south Bay and southern California (10 minutes less than the Altamont alternatives serving San Jose via the East Bay [Interstate 880], and 28 minutes less than the Altamont San Francisco and San Jose—via San Francisco Peninsula alternative for express service). The Pacheco Pass enables a potential station in southern Santa Clara County (at Gilroy or Morgan Hill), which provides superior connectivity and accessibility to south Santa Clara County and the three Monterey Bay counties and uses the entire Caltrain corridor between San Francisco and Gilroy. San Francisco and San Jose would be served with one HST alignment along the Caltrain Corridor providing the most frequent service to these destinations, whereas the most promising Altamont Pass alternatives would require splitting HST services (express, suburban express, skip-stop, local, regional) between two branch lines to serve San Jose and either San Francisco or Oakland. The Altamont Pass would provide considerably quicker travel times between Sacramento/Northern San Joaquin Valley and San Francisco or Oakland than the Pacheco Pass (41 minutes less between San Francisco and Sacramento for express service). The Altamont alternatives using the East Bay to San Jose would have express travel times about 29 minutes less than the Pacheco Pass between Sacramento and San Jose, while the Altamont San Francisco and San Jose—via the San Francisco Peninsula alternative would take 15

minutes less than the Pacheco Pass for this market. The Altamont Pass would enable a potential Tri-Valley HST station and a potential Tracy HST station, which provide superior connectivity to the Tri-Valley/Eastern Alameda County, Contra Costa County, and Tracy area and provide for the opportunity for shared infrastructure with an improved Altamont Commuter Express (ACE) commuter service, although additional infrastructure would be necessary for commuter overlay service with associated impacts. The Altamont Pass would have more potential Central Valley stations served on the Authority's adopted first phase for construction between the Bay Area and Anaheim (Tracy and Modesto).

I030-4

Please see Response to Comment I030-3.

I030-5

Please see Response to Comment O007-22.

I030-6

As part of this Program EIR/EIS process, the HST alignments were developed early on in collaboration with, and are consistent with, the Bay Area Regional Rail Plan. In fact, many of the alignment HST plans and profiles were provided to the Authority by MTC. These alignments were used for the Program EIR/EIS (Chapter 2 and Appendix 2D). The Authority and FRA appreciate the suggested refinements but have used the alignments developed during the scoping process as the basis for their evaluation and have identified a Preferred Alternative in this Final Program EIR/EIS. HST alignment alternatives and station location options selected at the program-level will be refined during the preliminary engineering and project-level environmental review phase, including refinements to vertical and horizontal alignments. Please note that the Preferred Alternative is the Pacheco Pass alignment. See Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



As a rule, the design of the stations was predicated on keeping the existing railroads whole and not affecting their infrastructure or operations. The alternative suggested by the commenter would require an endorsement of the UPRR, which cannot be assumed at this time. The Authority and FRA have determined that the costs for Altamont Pass and Pacheco Pass alternatives (with similar termini) are similar and do not differentiate between these alternatives.

I030-7

See Response to Comment I030-6.

I030-8

See Response to Comment I030-6.

The Fremont station option was brought above ground in order to cross Interstate 880 and then to serve the Newark Station. To the west of the Newark station, the HST needs to cross over the existing Coast Subdivision. Once it crosses the railroad, it can then return to grade.

I030-9

See Response to Comment I030-6.

The Newark station fact sheet shows a four-track station configuration. Each line on the plan view of the station represents a station track. The configuration of the station is two outboard platforms served by a single track with the two inside tracks as express tracks.

I030-10

The Newark station fact sheet states, "This elevated station would consist of four tracks served by two outside platforms." Regarding the need for the station to be elevated see Response to Comment I030-8.

I030-11

See Response to Comment 1030-6. For the alignment alternative serving the Shinn station location, it is impractical to provide an

intermodal HST and BART station due to severe site constraints. In addition, BART improvements are not designed or implemented by the Authority or FRA, and a BART station at this site has therefore not been evaluated in detail in this Program EIR/EIS.

I030-12

See Response to Comment I030-6.

I030-13

Pacheco Pass via Henry Miller Road (UPRR Connection) is the Preferred Alternative for this program-level document. At the project-level, however, staff recommends the Authority continue to seek and evaluate alignment alternatives using the Pacheco Pass that would minimize impacts on, or avoid, the GEA. See also Section 3.15.5 regarding the Authority's commitment to acquire agricultural, conservation, and/or open space easements for potential impacts in and around the GEA.

The GEA North alternative is estimated to have higher potential visual impacts (medium versus low), severance impacts, and cultural impacts than either Henry Miller alignment alternative. Potential impacts on farmlands, streams, lakes/water bodies, and 4(f) and 6(f) resources are estimated to be about the same for each alternative. The GEA North alignment alternative is estimated to have higher potential impacts on wetlands (17.96 acres versus 11.61 acres) but less potential impacts on nonwetland waters (6,771 linear feet [ft] versus 10,588 linear ft) when compared to the Henry Miller (UPRR connection) alignment alternative. Both alternatives would have the potential to impact special-status plant and wildlife species. While both alignment alternatives would likely result in impacts on the GEA, the GEA North alignment alternative would have greater impacts on publicly owned lands and be more disruptive to wildlife movement patterns than the Henry Miller alignment alternative. The GEA North alignment alternative would be on a new alignment and bisect the GEA and result in a new barrier to wildlife movement. The Henry Miller alignment alternative would be elevated through large portions of the GEA parallel to an existing roadway that, along with a nearby canal, already bisects the GEA and disrupts wildlife



movement. The Henry Miller alignment alternative would provide greater opportunities for mitigation and environmental improvements for wildlife.

I030-14

See Response to Comment I030-6.

I030-15

See Response to Comment I030-6.

I030-16

See Response to Comment I030-6.

A deep tunnel under Pleasanton could potentially reduce some impacts but would increase other logistical constraints, construction issues, and capital costs. It has been a goal of the Authority to minimize tunneling, and tunneling through suburban and rural communities has been avoided.

I030-17

See Response to Comment I030-6.

I030-18

The Authority has been working with the San Jose Department of Transportation to review right-of-way and alignment options for the Caltrain Corridor adjoining Monterey Highway. Additional refinements of this segment will be developed collaboratively with the City of San Jose during the preliminary engineering and project-level environmental review phase.

I030-19

Please see Response to Comment L030-2.

I030-20

Please see Response to Comment L035-2. HST service levels will be refined during train operations, as the system evolves, based on demand. For the base Altamont network alternative serving San Francisco and San Jose, two-thirds of the trains were assumed to serve San Francisco and one-third to serve San Jose. This is generally consistent with the commenter's approach.

I030-21

Please see Response to Comment I030-20.

I030-22

There will be no maintenance facility at Los Banos. At this program level, the Authority and FRA have not identified a light maintenance facility location in the Bay Area along the Preferred Alternative. Potential maintenance facility sites between Gilroy and San Francisco may be evaluated during preliminary engineering and project-level environmental review. This Final Program EIR/EIS identifies a maintenance facility location at Merced to be evaluated in more detail during preliminary engineering and project-level environmental review.

I030-23

Comment acknowledged.



Comment Letter I031 (Don Edwards, No Date)

I 031

Dear Quentin and fellow CHSRAmembers:

I write this letter to express my support of the High Speed Rail route through Pacheco Pass and to voice my strong opposition to the proposed Altamont Pass route that would destroy part of and jeopardize the continued existence of the rest of the Don Edwards San Francisco Bay National Wildlife Refuge.

I031-1

The San Francisco Bay Refuge was the first urban National Wildlife Refuge established in the United States. Since 1974, it has been dedicated to preserving and enhancing wildlife habitat, protecting migratory birds, protecting threatened and endangered species while providing opportunities for wildlife-oriented recreation and nature study for the surrounding communities.

The depth of our knowledge about the environment has increased since the Refuge was first established, as has our knowledge of the grave consequences that breaches to environmental integrity bring our Bay Area community and the world. The destructive impact of the Altamont Pass route slicing through the reserve, whether by track or bridge, could very well be immeasurable.

Although I consider important the transportation needs the Altamont Pass option would attempt to address, I am confident that alternative, attainable solutions can be identified and developed. We have no alternative to preserving our natural resources. They are either preserved or lost forever.

The Refuge bears my name in recognition of my efforts to protect the sensitive wetlands in the South San Francisco Bay. The wetlands were worth the years of legislative efforts needed in the past to preserve and expand the area. The wetlands are worth protecting now.

I strongly urge the rejection of the Altamont Pass route and support the preservation of the Don Edwards San Francisco Bay National Wildlife Refuge insured by the Pacheco Pass route.

Thank you for considering this letter.

With warm personal regards,

Don Edwards
Member of Congress, 1963-1995



Response to Letter I031 (Don Edwards, No Date)

I031-1

Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative, consistent with and in part due to the comments provided in this letter regarding possible impacts of an Altamont alternative to San Francisco on the Don Edwards San Francisco Bay National Wildlife Refuge. As noted in the letter, the federal wildlife preserve bears the name of the letter author—Don Edwards—whose leadership and efforts lead to the creation of this preserve.

Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I032 (Jose Portocarrero, October 22, 2007)

Dan Leavitt

From: Jose Portocarrero (jportoca) [jportoca@cisco.com]
Sent: Monday, October 22, 2007 11:55 PM
To: Dan Leavitt; Carrie Pourvahidi
Subject: CHSRA

To whom it may concern,

I am a resident of the city of Tracy CA who works in San Jose so I have been closely following the discussions over which path the future of California's HST should run. I am aware that two route proposals are currently being considered by the CHSRA - a route through Pacheco Pass and a route from Tracy through the Altamont Pass. In light of the CHSRA's pending decision on this matter, I would like to express my deep concern and disappointment with regards to the lobbying and propaganda some of our Bay Area city and local government leaders have initiated. I'm sorry to see that some of these individuals seem more concerned about using the proposed HST as a status symbol for their cities and counties rather than as a means to relieve the impacts of California's current and projected traffic trends.

I032-1

I invite any of those Bay Area leaders, as well as anyone from the CHSRA who feel that the Pacheco Pass route is more in line with California's short and long term planning objectives to join me on my daily commute from Tracy to San Jose. As a concerned citizen and tax payer, I wish to underscore the need there is right now (not just later) for an efficient means of transportation to alleviate the mass migration that occurs here daily as people commute from their Central Valley homes to their jobs in the Bay Area. Please, I urge you, choose the future route of California's HST based on what is needed by this great state rather than by what is wanted by a select (but very influential few). The Altamont Pass route is the only alternative on the table that is truly in line with our mission to most effectively address the short and long term transportation needs of this state.

Most sincerely,

Jose Portocarrero
2680 Handstand Way
Tracy, CA 95377



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I032 (Jose Portocarrero, October 22, 2007)

I032-1

The Authority and FRA are keenly aware of the needs for improved transit services between the Central Valley, including Tracy, and the Bay Area. For a number of reasons, Pacheco Pass is identified in this Final EIS/EIR as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Even so, the Authority is currently working with regional stakeholders for the review and pursuit of funding for possible commuter rail improvements in the Altamont Corridor.



Comment Letter I033 (Roger K. Pearson, October 21, 2007)

RECEIVED
OCT 25 2007
BY:

Roger K. Pearson
5267 Cribari Hts.
San Jose, CA 95135-1322

October 21, 2007

RE: High Speed Rail System

Dear Sirs,

We received your notice for comments. We feel that the Altamont Pass route would be a better choice. The last open spaces like Henry Coe State Park and the Mt. Hamilton/Diablo Range have to be protected. These are the only areas undivided by freeways or other major roads on the East Side of the Santa Clara Valley. The whole area's diverse wildlife needs protection. Future generations will benefit from it.

I033-1

Roger K. Pearson
Roger K. Pearson.



U.S. Department
of Transportation
**Federal Railroad
Administration**

Response to Letter I033 (Roger K. Pearson, October 21, 2007)

I033-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Also see Section 3.15 regarding potential impacts on biological resources and wetlands, including the Mt. Hamilton Project. The proposed project would not impact Henry Coe State Park.



Comment Letter I034 (Annette Allsup, October 25, 2007)

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA
95814

RECEIVED
OCT 26 2007
BY:

October 25, 2007

To Gentlemen and Gentlemen Andrews, Crane, Diridon, Florez, Kopp, Lindsey, Morshed, Pringle, Schenk, and Stapleton,

I know there are many individuals who are writing very good letters about the EIR and the proposed routes for the High Speed Rail corridor. My concerns are of a different nature because when all is said and done, EIR's can and historically have been ignored.

I034-1

I attended the public hearing in Merced, California on August 30, 2007. I was dismayed when Dr. Lee Boese, Jr. who is obviously on a first name basis with the HSRA Board Members jokingly referred to the Pacheco Pass Route as the new Rod Diridon High Speed Express. Mr. Diridon reacted very positively with a huge grin on his face and seemed to really appreciate Dr. Boese's remarks. I find their behavior appalling.

I just hope this isn't how you make your choice on routes: who can be flattered the most and who stands to make the most money.

I034-2

I have had an extremely unpleasant past experience with Dr. Boese and his lack of integrity in a public forum which I will not comment on. I might also add that very few people in Merced want the Pacheco Pass Route unless they think that by doing so, a maintenance spur will be built at Castle Air Force Base in Atwater. It wouldn't surprise me to hear that these individuals will be benefitting financially by this arrangement and that is why they are promoting the Pacheco Route.

I am re-submitting my comments at the Merced meeting. This was my testimony:

"I am a great proponent of High Speed Rail. My husband and I went to Italy in June where we rode some of the best trains in Europe if not the world. It is such a pleasure to jump on a train and not have to worry about driving. You can sit, stand or walk. You can eat, read or sleep. And the view is always fascinating.

I034-3

I am originally from the East Bay Area but I have lived in Merced for 25 years. Because many of my family still live in the Bay Area, I have driven the Altamont Pass countless times. I have also driven the Pacheco Pass on many trips to the coast.

I034-4

It seems so obvious which route should be selected. **ALTAMONT!** The cutaway through the Coast Range is huge, there is already a rail corridor and more Valley towns will be served by choosing that route.

Another reason I am a proponent of the Altamont is that there are far fewer animals and habitat that will be disrupted because so much traffic is already there.

I034-4
Cont

The only reason Pacheco is being considered is because of special interest groups wanting to make a buck. Lots of bucks. But that reason just isn't good enough, especially when it excludes all of the communities from Merced north to Sacramento and west to San Francisco. There is just no guarantee that Merced will be included in the Pacheco plan so why endorse it?

I034-5

Please endorse the ALTAMONT. The safest and smartest choice."

I034-6

Sincerely,

Annette Allsup
974 Wyoming Dr.
Merced, CA 95340
(209) 723-5152



Response to Letter I034 (Annette Allsup, October 25, 2007)

I034-1

The Authority and FRA acknowledge receipt of Ms. Allsup's observations during the public hearing.

I034-2

By law, the Authority and FRA need to make their determinations on the basis of the full public record, including the environmental documentation and all public comments received plus any other relevant information in the record. Please also see Response to Comment I034-1. The Authority and FRA cannot speculate regarding the position of residents in the City of Merced but will take into account all written and oral comments provided, including those from Merced residents.

I034-3

The HST service that has been operating in Europe and Japan for over four decades is an example of what is being proposed for California.

I034-4

The Pacheco Pass Alternative is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

I034-5

The myriad underlying reasons for identification of Pacheco Pass as the Preferred Alternative are provided in Standard Response 3 and Chapter 8. Please note that the first phase of the Authority Board-adopted phasing plan includes development of a test track from Bakersfield to Merced, regardless of whether the Altamont or Pacheco Alignment is selected. Thus, for the initial phase, the Central Valley is served between Bakersfield and Merced for either alternative.

I034-6

Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.



Comment Letter I035 (Gerald Cauthen, November 16, 2007)

RECEIVED
NOV 19 2007

900 Paramount Road
Oakland Ca 94610
November 16, 2007

Quentin L. Kopp, Chair
California High Speed Rail Authority

Subject: Altamont versus Pacheco

Dear Chairman Kopp:

You were quoted in the San Francisco Chronicle as saying that you would respond only to facts. That's good...provided you get the facts. But you're not getting the facts.

1035-1

According to the Chronicle, on November 14th, you and other members of the Authority were presented with the following key points in support of the Pacheco recommendation. You were apparently told that:

- A.) Altamont would: "Require branch tracks and splitting service to reach Oakland, San Francisco and San Jose...."
- B.) Altamont would: "Necessitate construction of a costly and undoubtedly controversial new transbay bridge or tube"
- C.) Altamont would: "Involve running four to six tracks through populated areas of the Tri-Valley, probably requiring homes to be 'seized' by eminent domain and construction of elevated tracks"
- D.) Altamont would: "Require construction in sensitive wetlands areas"

A is false. There are no plans for...nor any anticipated funds for...(nor much need for)...bringing high-speed trains to Oakland. (Long Beach is much bigger than Oakland; yet no one talks of running high-speed trains to Long Beach) As far as the splitting of train service is concerned, it's done routinely on several European high-speed systems.

1035-2

B is misleading. A Dumbarton rail bridge is already in the planning stages. The design of this bridge could be modified to accommodate HSR. While the structure might be "costly", the overall cost of the Altamont

1035-3

Alternative is actually lower than that of the Pacheco Alternative. You've been told the bridge would be controversial. Would it? Why then have all the environmental groups have lined up behind the Altamont Alternative?

1035-3
Cont.

C sets up straw men, convenient for knocking down. Except at stations, there would never be more than four tracks, two for freight service and two for passenger service. At Stations there would probably be two additional tracks. That's not the same as "four to six tracks through populated areas...". The phrase "seized by eminent domain" is equally inappropriate. Properties acquired by eminent domain aren't seized, they're bought, at fair market value. And elevated tracks are avoidable.

1035-4

D is also misleading. Environmental groups uniformly support Altamont because they are aware that the impact of a high-speed rail line on the Don Edwards Wildlife Refuge would be both moderate and "mitigatable". The impact that the Pacheco Alternative would have on the San Joaquin Wetlands Area would be much larger and far more troublesome.

1035-5

So far the Authority is unfortunately not getting the facts.

Gerald Cauthen
Gerald Cauthen, PE
510 208 5441
cautn1@aol.com

cc San Francisco Chronicle



Response to Letter I035 (Gerald Cauthen, November 16, 2007)

I035-1

Facts and findings regarding these subjects are reviewed in the responses below.

I035-2

The network alternatives evaluated in the Draft Program EIR/EIS serve one, two, or three of the major urban centers in the Bay Area—San Jose, San Francisco, and Oakland. The Preferred Alternative would serve two of these urban centers—San Jose and San Francisco—with no need to split trains. Please see Response to Comment O007-50 regarding the “splitting” of high-speed trainsets.

I035-3

Please see Response to Comment O007-22 regarding the Dumbarton Rail Bridge. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

There are a number of major factors that affect capital costs for all of the network alternatives. As stated in the Draft Program EIR/EIS Summary:

Capital costs for the HST Network Alternatives range from \$6.0 billion for Altamont Pass Union City terminus—the shortest network alternative—to \$20.4 billion for a combination of the Altamont and Pacheco Network options with service to all three urban centers—the longest network alternative. The average cost per mile ranges from \$37.5 million for a Pacheco Pass alternative terminating at San Jose to \$74.3 million for a Pacheco Pass alignment serving San Francisco and Oakland with a new transbay tube.

The highest costs per mile are for the network alternatives that include a new San Francisco Bay crossing in a tube or a bridge. Network alternatives that include a new transbay tube between Oakland and San Francisco exhibit costs per mile of between \$61.4 and \$74.3 million. Network alternatives that include a new bridge crossing of the Bay near Dumbarton exhibit costs between \$54.0 and \$62.6 million per mile.

Inclusion of a new transbay tube is estimated to cost from \$3.8 to \$4.0 billion. A new Dumbarton Bridge is estimated to cost \$1.3 to \$1.7 billion. Crossing the Bay in a tube in the Dumbarton Corridor would cost an additional \$362 million compared to the high bridge option¹.

The remaining network alternatives range in cost per mile between \$37.5 for a Pacheco alignment ending in San Jose and \$59.3 for an Altamont alignment that would circle the bay and serve San Jose, Oakland, and San Francisco with no bay crossing. (Draft Program EIR/EIS Summary, page 11)

As shown in the Draft Program EIR/EIS, the alternatives that include a Bay crossing would have the greatest potential impacts on the San Francisco Bay waters and would have high capital costs and constructability issues. The Dumbarton crossing would also have the greatest potential impacts on wetlands and the Don Edwards San Francisco Bay National Wildlife Refuge.

To implement these alternatives, extensive coordination would be required with the U.S. Army Corps of Engineers (USACE) under Section 10 of the Rivers and Harbors Act, U.S. Fish and Wildlife Service (USFWS), and California Coastal Commission. Proposed facilities crossing the Bay would be subject to the USACE, California Department of Fish and Game (CDFG), and San Francisco Bay Conservation and Development Commission (BCDC) permit processes.

Notwithstanding this public comment, proposing to construct a new crossing of the San Francisco Bay is a controversial concept. A considerable number of organizations, agencies, and individuals have expressed concern regarding potential impacts on the San Francisco Bay and Don Edwards San Francisco Bay National Wildlife Refuge by HST alternatives via the Altamont Pass using a Dumbarton crossing.

¹ Unit costs for the Oakland to San Francisco transbay tube, Dumbarton railbridge (high-bridge and low-bridge options), and Dumbarton tube were obtained from MTC as part of the *Regional Rail* planning studies.



These include the MTC; BCDC; U.S. Environmental Protection Agency; USFWS; Don Edwards San Francisco Bay National Wildlife Refuge; Congress members Zoe Lofgren, Michael Honda, Anna Eshoo, and Tom Lantos; State Senators Elaine Alquist and Abel Maldonado; Assembly Member Jim Beale; Santa Clara County; San Mateo County Transit District (SamTrans); San Mateo County Transportation Authority; Peninsula Corridor (Caltrain) Joint Powers Board (JPB); San Francisco Bay Trail Project; San Jose Chamber of Commerce; San Francisco Bay Trail Project; the City of San Jose; the City of Oakland; and Don Edwards (Member of Congress, 1963–1995).

I035-4

By design, the HST stations would be located in populated areas and through the Tri-Valley would require four tracks for HST, plus two additional freight tracks. This four-track cross section would be needed for a considerable distance (approximately 2½ to 3 miles) to allow for express operations, depending on the design speeds. It should be noted that the transition from two to four HST tracks would typically require at least 1,600 feet on either side of the HST station. Thus, the statement that there would be four to six tracks in populated areas is correct. For these locations, additional right-of-way would be required or some of the tracks would need to be placed in tunnel or on an aerial structure. Acquisition of additional right-of-way as needed, may or may not require eminent domain, depending on the individual circumstances of the property at that time.

The need for four to six tracks along the Altamont alignment, the potential need for aerial structures, and/or the possible need for right-of-way purchase is recognized by the Tri Valley PAC, the City of Fremont, the Alameda County Congestion Management Agency; and Alameda County Supervisor Scott Haggerty in their public comment support for Pacheco Pass for the HST system and corresponding improvements to commuter services in the Altamont Corridor.

It should be noted that if regionally operated long-distance “overlay” service were to be contemplated, the number of stations, and the six-track sections of the alignment would be greater than assumed in this Program EIR/EIS.

I035-5

Refer to Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Also see Section 3.15 regarding potential impacts on biological resources and wetlands. The potential impacts on wetlands for a new San Francisco Bay crossing would be more than double that of a Pacheco Pass network alternative that would not require a Bay crossing.

