Public Hearings Comments

Gilroy

Gilroy Public Hearing Transcripts, August 29, 2007

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

GILROY CITY HALL, CITY COUNCIL CHAMBERS

7351 ROSANNA STREET

GILROY, CALIFORNIA

AUGUST 29, 2007 - 4:00 O'CLOCK P.M.

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REPORTED BY: DEBORAH FUQUA, CSR#12948

A P P E A R A N C E S

ROD DIRIDON

Board Member

California High-Speed Rail Authority

(Moderator)

MEHDI MORSHED

Executive Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

P U B L I C S P E A K E R S

PH-G1	ROLAND VELASCO	PH-G9	JAMES HELMER
PH-G2	DON GAGE	PH-G10	JOE THOMPSON
PH-G3	GREG SELLERS	PH-G11	JOHN SCHERRER
PH-G4	DAVE POTTER	PH-G12	TOM HERRMANN
PH-G5	JILL LUTES	PH-G13	GABRIEL SANTOS
PH-G6	BARBARA PATRICK	PH-G14	ROD JENSEN
PH-G7	ANDREW CHESLEY	PH-G15	JACK STURLE
PH-G8	DON PEREIRA	PH-G16	LARRY COPE

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Wednesday, August 29, 2007 4:05 o'clock p.m.

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P R O C E E D I N G S

BOARD MEMBER ROD DIRIDON: We'll proceed.

The meeting is now formally in session, with the California High-Speed Rail Authority acting as a hearing board for the purpose of determining -- gaining testimony that will assist in determining the route which is called colloquially the Northern Mountain Crossing Route between the Central Valley and Santa Clara Valley. That route will be decided by virtue of a study that's been conducted over the past two years and the data supporting that study is available to each of you in your library in total -- and there's about 3,000 pages -- or in summary, again, in your library. And an additional summary is provided for you to review in the foyer of the Gilroy City Council Chambers in which we are sitting.

I'm giving you some additional information so that the reporter can have that in the transcript. And I'll continue to do that for a moment.

Remember that the California High-Speed Rail Authority was begun in law in 1996. It has been in operation now since that time and has conducted various studies in accordance with federal law. That federal

law relates to the requirement of having program-level environmental clearance before we can proceed with the project. That program-level environmental clearance has been certified now in regard to all of the corridors for the 700-plus-mile High-Speed Rail Authority project in the state of California, all the corridors and staging locations, except for the portion connecting the Central Valley with the Bay Area. And that is what we're in the process of doing today.

We have had public hearings in San Francisco, San Jose, Oakland, Livermore, and we have one today here and one tomorrow in Merced. And then the final one is on September 18th in Stockton. And that will be -- it's not in the normal noticing information that came to you originally. So I'll give you the address on that. The Stockton hearing is, again, at 4:00 o'clock in the afternoon. And it's at 555 East Weber -- I can't read my own writing -- Weber Street, and that is in Stockton in the Regional Government Building in the City of Stockton.

You are invited, of course, to attend any and all of those public hearings and invited to provide testimony orally at the public hearings or in writing at any time before the public hearings close. And that will be at the conclusion of the Stockton public

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hearing.

So if you think of something that you should have said that you didn't say at the hearing today, or if you have a friend who would like to supply testimony, please encourage them to do so by sending that testimony to the High-Speed Rail Authority office in Sacramento. And the address is on the material that you can view in the foyer of the council chambers.

There won't be a time limit on your presentations, but we would ask you, please, to be as brief as you can in order to allow as many people to speak as possible and also not to be redundant. Don't say the same things over and over and over again if you would -- could, please.

The hearing will be open until 6:00 o'clock. That means that, if we are concluded early -- and we don't have as many people to testify at this hearing as we did at the first two -- but if we do conclude early, the record will stay open until 6:00 o'clock. The reporter will stay here. And you will be able to offer your testimony on the record at any time after the hearing board leaves.

I made one factual error. I'm sure there's others, too, but this one was caught. And that is that the comment period will stay open not just until the

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Stockton hearing but until September 28. So you can submit your written comments even after the Stockton hearing clear through September 28th.

I should note that by law, the consultants on the High-Speed Rail Authority staff will have to respond to every one of the comments. Every comment will have a response. And that will be available to you in the report that comes to the High-Speed Rail Authority for action. And we hope that action will be at our board meeting in October, if the responses are concluded in time for the meeting in October. If not, we'll carry it over until November.

I think that prepares you for your comments. And please, just come forward and speak into the microphone. I'll identify you. If I've done that inappropriately -- and I oftentimes do -- then please correct me so that the record has your names and affiliations, if any, appropriately declared in the transcript that's going to be provided to us.

We'll have a welcoming comment first and testimony from Roland Velasco. Roland is the city council member from Gilroy. He sits up here normally, but he's allowed us to use his chairs today. Roland will be here to give us a welcome and to provide testimony for the City of Gilroy.

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ROLAND VELASCO: Thank you. I'm Roland Velasco. I'm a Gilroy City council member. I'm speaking here as an individual council member and not necessarily on behalf of the council.

First off, I'd like to welcome everybody to Gilroy City Hall and thank the Board for coming here to Gilroy to have your public hearing here.

As you are trying to reach out to various communities, you know, I understand the -- each jurisdiction is looking out for its own interest. And you're trying to gather all the information possible.

For us here in Gilroy, you know, if a high-speed rail is going to be built, it obviously makes the most sense, we believe, for it to travel over the Pacheco Pass alignment. This alignment through -- over Pacheco Pass through Gilroy to San Jose and up the Peninsula to San Francisco, as I said, makes the most sense. PH-G1-1

The market we're trying to serve with High-Speed Rail is the L.A. to the Bay Area. If our goal is to try to relieve traffic congestion and if our goal is trying to relieve air congestion with air flights back and forth, then obviously the L.A. over Pacheco Pass to Gilroy, again, makes the most sense. PH-G1-2

In addition with the Pacheco Pass alignment, PH-G1-3

you get to do one thing and not do another. What you do get to do is, hopefully, have Gilroy as a hub to draw in the Monterey Bay Area, including Salinas, Carmel, Hollister, Monterey, and Watsonville. PH-G1-3 cont'd

What you don't get to do is build an expensive bridge or tunnel to connect it over Altamont Pass to San Francisco. PH-G1-4

So with that, I would like to respectfully ask that the Pacheco Pass alignment be selected as the best choice for linking Southern California to the Bay Area. PH-G1-5

So thank you again for coming, and thank you for the opportunity to speak.

BOARD MEMBER ROD DIRIDON: Councilman, thank you for being such a cordial host and for your testimony.

The next person will be a person who sat here for many years as the mayor.

And you're chair of the board this year?

DON GAGE: Yes.

BOARD MEMBER ROD DIRIDON: So Don Gage, a member of the county board of supervisors from the South County Area and chair of the county board of supervisors and a member of the Valley Transportation Authority Board will be our next presenter.

Don will be followed by Greg Sellers of the Morgan Hill City Council.

DON GAGE: Thanks, Rod. I'm going to go through

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this quickly, and I'm going to read it because there's a lot of information here. And it will take me less time to do that than to try to expound on that because I know the time is valuable. But I'm representing the VTA. And as a member of the county board, I'm the representative. So I'm the director on the VTA.

And the Santa Clara Valley Transportation Authority strongly supports the concept of the High-Speed Rail line connecting Northern and Southern California as a way to relieve traffic and ground transportation between the Bay Area and Southern California. PH-G2-1

VTA also believes that the Pacheco Pass alignment makes more sense as the entry point for the High-Speed Rail trains to the Bay Area. PH-G2-2

In 2005, the California High-Speed Rail Authority Draft Statewide EIR and EIS concluded that Pacheco Pass was a better alignment because it provides better frequency of service to the critical Silicon Valley job market, a primary economic engine for both California and the United States as a whole. It more effectively and efficiently meets current and future inter-city travel demands, making it better fit for High-Speed Rail's basic project objectives. It does not require a new San Francisco Bay crossing, which

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would include project schedule delays. PH-G2-2 cont'd

We believe the information presented in the Authority's Draft Bay Area to the Central Valley High-Speed Rail Train Program EIR and EIS does not change these conclusions. The Pacheco Pass alignment would provide faster, more direct and more frequent service to the three largest urban centers in the Bay Area: San Francisco, San Jose, and Oakland.

To demonstrate the need for direct high-speed rail service to San Jose, the tenth largest city in the nation and the largest in the Bay Area, consider that the Authority's Draft Statewide Program estimates that by 2010, the Mineta San Jose International Airport will have more flights serving the Bay Area-to-Southern California market than the Oakland and San Francisco airports combined. PH-G2-3

As one of the partner agencies in the CalTrain Commuter Rail Service, VTA believes the Pacheco Pass alignment is more consistent with CalTrain's corridor-wide long-range plans. PH-G2-4

Finally, air traffic between the Bay Area and Southern California will continue to grow in the future, but all three major airports in Bay Area are severely constrained in terms of their ability to expand. The Bay Area-Southern California air traffic PH-G2-5

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1 corridor is already one of the busiest in the nation
2 and will only get worse. Therefore, the primary
3 purpose of High-Speed Rail must be to provide
4 competitive long-distance transit alternatives between
5 Northern and Southern California. And the Pacheco Pass
6 alignment is the best alignment for achieving that
7 purposes. PH-G2-5 cont'd
8 Thank you for your time. I'll leave this with
9 the reporter, and you can put this into the record if
10 you'd like. PH-G2-6
11 Thank you.
12 BOARD MEMBER ROD DIRIDON: Thank you,
13 Mr. Chairman. And it's always nice to be in Gilroy.
14 DON GAGE: Especially when it's 108, right?
15 BOARD MEMBER ROD DIRIDON: My car said 97 on the
16 windshield when I drove in.
17 DON GAGE: Was that on the speedometer?
18 BOARD MEMBER ROD DIRIDON: Well, I was a little
19 late, too.
20 Greg, please proceed.
21 And after Greg will be David Potter.
22 And Mr. Supervisor, I apologize for taking you
23 a little out of order. I didn't find your card right
24 now.
25 But he's the supervisor of District 5 in the

1 county of Monterey.
2 GREG SELLERS: I appreciate, it Mr. Diridon. And
3 I appreciate you mentioning that as well. I'm familiar
4 with Mr. Potter. And I know he would have taken
5 offense if we hadn't pointed out that he was, in rank,
6 higher than I am. But I appreciate the opportunity to
7 address you today. PH-G3-1
8 And I don't want to reiterate. I was able to
9 join you, as you know, last Friday in San Jose. And
10 appreciated that opportunity.
11 As a council member of Morgan Hill, I want to
12 mention a few things briefly. One, actually, if you
13 look over your shoulder, you'll realize that the
14 history of rail is significant in our region. You'll
15 see it on the seal of Gilroy. And it has had a
16 significant impact on the entire region. San Benito
17 County, at one point, had a much larger population even
18 proportionately than it does today, largely because of
19 the rail service there. PH-G3-2
20 We are looking forward to seeing rail service
21 have again that kind of positive impact on our entire
22 region. But we are convinced, as I mentioned last
23 week, that that impact is already -- will be felt PH-G3-3
24 immediately because the need is there. And it will be
25 seen from day one as we're able to get service through PH-G3-4

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the Pacheco route. PH-G3-4 cont'd

The last point I wanted to make, we here in this region, pride ourselves on our natural beauty, the entire region. And certainly, if you include Monterey County, it goes all the way through southern Santa Clara County, among the more beautiful places not only in California but in the world. And we want to do everything we can to keep it that way. Therefore, we scrutinized the project proposal to ensure that the impacts would be minimal. PH-G3-5

We have the largest state park in the region -- in the state here in our region, Henry Coe, and have looked carefully at the impacts on the park, which not only comes close to the southern edge in the Pacheco Pass area but also just west of the park in -- as it travels north on the proposed route.

And those impacts and impacts generally on the environment will be minimal as care has been taken in that regard. And we appreciate that. And therefore, yet another reason, we saw Friday that the impacts, as Congress Member Lofgren pointed out, on the environment through the alternate route will be significant. They will be minimal in the Pacheco route. So that is yet another reason why we believe that this is the preferred alternative. PH-G3-6

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Thanks for the opportunity to address you again today, and I appreciate you taking the time to come down there.

BOARD MEMBER ROD DIRIDON: Counsel Member, thank you for being here again and for your varied testimony on the topic.

Supervisor Potter will be followed by -- Jill Lutes, is that the proper --

JILL LUTES: Yes.

DAVE POTTER: Thank you, Mr. Chair. It's my pleasure to be here today. And I certainly take no offense at Mr. Seller's preceding me. In fact, I wouldn't even be here if it weren't for Greg; he worked on my campaign. So -- he's quite pricey, but he did a good job.

I'm going to respect your request for lack of redundancy. We all know that we're not going to pave our way out of gridlock issues statewide. Monterey County, who I happen to represent, has acknowledged that the Rail is part of the solution. PH-G4-1

I'm here in a variety of capacities today. I am chair of the Board of Supervisors, vice chair of the Transportation Agency. I chair the Rail Policy Committee for Monterey County. And I'm also the chair of a state rail committee called the Coast Rail PH-G4-2

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Coordinating Council. That council's responsibility is to try to increase and improve rail service on the coastal corridor, recognizing that that corridor is a vital rail asset that has gone under-utilized historically. PH-G4-3

Rail service exists north of Monterey County as far as Gilroy, commuter rail. To the south, we have it as far as San Luis Obispo. But it does not go through or come to Monterey County. The only train that comes through Monterey County is the Amtrak's notoriously late Coast Starlight. PH-G4-4

The County of Monterey has recognized that there are a variety of rail opportunities. And we have worked hard and aggressively to promote three programs that we think work extremely well with the Pacheco Pass alignment, acknowledging that stops in Gilroy and San Jose are of significant regional benefit from a ridership standpoint. PH-G4-5

We have a program that I think we will see implemented in the very near future. That's the extension of the CalTrain from Gilroy down to Salinas. That is a service that exists, has an effective delivery schedule, and we will be moving forward with that project's implementation shortly.

We are also looking for a return, a variation

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on the old Del Monte Express, a train that was put into service to accommodate the visiting public, specifically for the old Del Monte Hotel. Ironically, we have on the weekends and, quite frankly, on a daily basis now, serious gridlock within the Monterey Peninsula, caused in a very large part by the visiting public. We are an international destination, but we are served by two-lane highways. Highway 68, 156, and Highway 1 are two-lane highways, and they clog up very quickly. PH-G4-5 cont'd

The other rail project which we are excited about is the implementation of the Coast Daylight, a through train on a daily basis from San Francisco to L.A. That train does not have the conflicts that the Coast Starlight does and, for that reason, will serve on the coastal corridor as an attractive, effective, scenic train that will work for commute purposes but also for recreational travelers.

We are strongly in support of the entire vision of High-Speed Rail and very enthusiastically support the Pacheco Pass alignment. Look forward to, at some point, re-testifying and continuing to work in whatever way we can to help with the implementation of High-Speed Rail in the State of California and the United States as a whole. PH-G4-6

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Quite obviously, the most historic moment was the driving of the Golden Spike. We'd like to have you come down when we drive the Golden Tee in Monterey County and get our rail service up and running. PH-G4-7

Thank you for the opportunity to testify.

BOARD MEMBER ROD DIRIDON: Thank you, Mr. Chairman. And we really appreciate you coming the long distance that you had to come today.

This is Jill Lutes, Salinas City Council. And Jill will be followed by Barbara Patrick, California Partnership for San Joaquin Valley.

And I apologize for interrupting you.

JILL LUTES: Good afternoon, and I thank you for the opportunity to let me speak.

Actually, I have -- I had quite a bit to say, but most of its's already been said. So in the interest of redundancy, I won't take too much time.

But I would like to echo a few of the comments that Supervisor Potter brought up. And I want to speak specifically from the viewpoint of Salinas. Dave and I have worked for the past ten years trying to get that CalTrain extension from Salinas established, from Gilroy to Salinas. We have a number of people in Salinas that are commuting to the Bay Area, and we are trying to establish rail service, obviously, for PH-G5-1

environmental reasons and to get people off the dangerous highway. PH-G5-1 cont'd

One of the things that I think it's important for you to realize is that Salinas is only 37 miles from here by rail. We have a population approaching 200,000. The whole Monterey Bay Area region, which is a three-county region, has well over 710,000 residents. Actually, that was in the year 2000. We will be approaching a population of over a million by the year 2030. So we have a significant population growth. We are providing a lot of the jobs for Silicon Valley. PH-G5-2

It's critical that we have that rail connection. Salinas is investing millions of dollars into our transportation hub and to our new station. We're expecting to get significant amounts of money from the federal government, we hope, with the new start moneys. PH-G5-3

So we've worked closely with San Jose. We really support the Pacheco alignment. And our mayor did write a letter, which I'd like to place into the record, supporting the alignment from the Pacheco Pass. And I will leave this with you.

Most of the things Dave Potter has already said, so I won't take up more time. But I will give you a brochure talking about how Monterey is truly PH-G5-4

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1 investing in our transportation future and specifically
2 how we're investing in our rail program. PH-G5-4 cont'd
3 Thank you.
4 BOARD MEMBER ROD DIRIDON: Thank you, Council
5 Member. And congratulations on all the work you're
6 doing for mass transportation down there.
7 JILL LUTES: Thank you. We're excited. Thanks.
8 BOARD MEMBER ROD DIRIDON: Barbara Patrick will
9 speak next for the California Partnership for San
10 Joaquin Valley.
11 And Andrew Chesley, San Joaquin Council of
12 Governments will be following Barbara.
13 BARBARA PATRICK: Thank you, Mr. Chairman.
14 The San Joaquin Valley partnership is a unique
15 public-private collaboration that was created by
16 Governor Schwarzenegger in response to many of the PH-G6-1
17 problems that we have in the eight-county region of the
18 San Joaquin Valley.
19 It includes ten work groups, several of which
20 are actively involved in supporting High-Speed Rail
21 throughout the San Joaquin Valley. Implementation of
22 High-Speed Rail would support the work of the
23 Transportation, Economic Development, and Air Quality
24 Work Groups.
25 The Transportation Work Group of the PH-G6-2

1 Partnership has recommended to the Partnership Board PH-G6-2 cont'd
2 that the Altamont Pass alignment be supported because
3 it would serve the entire San Joaquin Valley from
4 Bakersfield to Sacramento. We believe that it is
5 imperative that the benefits of High-Speed Rail through
6 central California accrue all the way from Kern County
7 up through San Joaquin County. And we also believe
8 that it's imperative that the Valley be involved in the
9 very first phase of implementation.
10 The San Joaquin Valley is an extreme
11 non-attainment of the federal ozone standard. And as
12 more Californians and others have moved to the Central PH-G6-3
13 Valley to find affordable homes, the effects of
14 increased population and vehicle miles traveled have
15 come to account for a larger share of the emissions
16 inventory.
17 The San Joaquin Valley has been home to the
18 highest population growth in the state, and this trend
19 is projected to continue. Through the year 2030, the
20 growth rate of the region is projected to be 65 percent
21 higher than the state average. Projected growth in
22 passenger vehicle travel in the region will only
23 exacerbate the Valley's air pollution problem.
24 Those who choose to be transported by
25 High-Speed Rail rather than passenger rail will be part

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of the solution to our traffic congestion and air quality challenge. PH-G6-3 cont'd

We believe that High-Speed Rail will impact the Valley's economy. The unemployment rates in the Valley exceed the state average. Current unemployment rates range anywhere from 7.3 percent in Madera County to 9.8 percent in Merced County, which has the second highest unemployment rate in the state. All but one of the counties experienced significant growth in their unemployment rate over the last year. PH-G6-4

We believe that the Valley's economy will be positively impacted by the High-Speed Rail bringing additional jobs to the area with some of the highest unemployment rates in the state.

We are very bullish on High-Speed Rail. And we also believe that it needs to serve the entire valley through the Altamont Pass. PH-G6-5

Thank you.

BOARD MEMBER ROD DIRIDON: Barbara, thank you for being with us and coming so far to do so.

BARBARA PATRICK: It was my pleasure.

BOARD MEMBER ROD DIRIDON: Andrew Chesley followed by -- I think it's Don Pereira. Do I have that right?

ANDREW CHESLEY: Thank you Authority Member Diridon, members of the staff and the audience here

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today. My name is Andrew Chesley. I'm the executive director for the San Joaquin Council of Governments.

The San Joaquin Partnership for the San Joaquin Valley asks that the Regional Policy Council, a group composed of two elected officials from each of the eight counties in the San Joaquin Valley take into consideration the question of what is the appropriate route for High-Speed Rail between the San Joaquin Valley and the Bay Area. PH-G7-1

And a unanimous vote was cast on that issue. And unanimously, the group selected the Altamont Pass as the alternative that they wish to recommend. The Regional Policy Council is very strongly in favor of High-Speed Rail and wishes to do everything to help the Authority in supporting this effort as you move forward, hopefully, in 2008 to a bond measure on the November 2008 ballot. PH-G7-2

And it identifies the Altamont Pass as being the appropriate route, not just as for the reasons that Former Supervisor Patrick explained earlier, but for a range of other issues that appear to be compelling in terms of selecting the Altamont Pass. It serves the most population centers among the two alternatives. It offers a Valley connection to the East Bay. It best supplies connections to BART and to many of the other PH-G7-3

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Bay Area transit operations in Bay Area. PH-G7-3 cont'd

It offers the opportunity to leverage investments in the High-Speed Rail, especially in regards to the Altamont Commuter Express, which is in the process of working on acquiring a right of way between Stockton and in the area of Oakland along the Altamont Pass and to the Livermore Valley. Certainly there is a synergy there in terms of High-Speed Rail as well as the Altamont Commuter Express.

It provides the first phase high-speed rail service for San Joaquin and Stanislaus County, in addition to the six other Valley counties. Stanislaus and San Joaquin counties account for 1.5 million in population to date and have been identified by the Department of Finance as the two fastest growing urban counties in the State of California, looking out to the year 2040. PH-G7-4

Like many of the speakers before, the Regional Policy Council believes strongly that the connection from Los Angeles to the Bay Area is exceptionally important. And in fact, your studies indicate that both alternatives achieve that end. While the connection between Los Angeles and San Jose would be ten minutes longer through the Altamont Pass, there PH-G7-5

would be no difference in terms of time to San Francisco and to Oakland under this scenario. PH-G7-5 cont'd

And under the Altamont Pass scenario, you would be able to provide, eventually, a better connection to future riders in the Sacramento area which, if we choose the Pacheco Pass, it means that the Sacramento riders in the future would have to make a 41-minute additional connection through the Pacheco Pass as opposed to the Altamont. PH-G7-6

Altamont alignment capital costs are slightly higher, about 1 percent over than the Pacheco Pass. So I certainly think, at this point in time, in terms of the engineering that's been done, that's well within the margin of error in terms of looking at this. But also operating costs are less in the Altamont Pass alignment. And ridership is slightly higher in the Altamont Pass alignment based upon forecasting that your consultants have done in regards to this. PH-G7-7

One of the other points that we've made, a strong point, is San Joaquin Valley is engaged in a very aggressive blueprint effort from Kern County to San Joaquin County. And building High-Speed Rail as a component of the future development plans that we have that are coming out of the blueprint effort creates a great opportunity for the State of California as well PH-G7-8

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as for the San Joaquin Valley in terms of connections to other regions of the state. PH-G7-8 cont'd

The San Joaquin Valley is a non-attainment area, as we all know, for air pollution. The provision of High-Speed Rail provides another alternative. PH-G7-7 cont'd

And when it comes to looking at air transport service, the San Joaquin Valley doesn't take a backseat to anybody in terms of poor airport and aviation service. High-Speed Rail is being counted on to provide alternatives that make sense for the State of California in the future, for our environment as well as for the people in the San Joaquin Valley. PH-G7-9

We thank you for coming to Stockton on September 18th. That is very good of the Authority and for the staff to make time in the schedule to make that happen. So thank you very much. We'll see you on the September 18th. PH-G7-10

BOARD MEMBER ROD DIRIDON: Thank you for being here and for coming such a long distance. Good luck on 152 going back.

ANDREW CHESLEY: Well, the temperature wasn't that big a difference.

BOARD MEMBER ROD DIRIDON: I'm struggling with this name. Is it Pereira?

DON PEREIRA: Don Pereira.

BOARD MEMBER ROD DIRIDON: I'm Italian, so I should be able to get that.

DON PEREIRA: Well, it's Portuguese, so....

BOARD MEMBER ROD DIRIDON: Oh, well.

Followed by Jim Helmer.

DON PEREIRA: My interest is a bit different from the rest. I'm a property owner on 152. And I've probably misunderstood, this isn't the question-and-answer thing. So what I'll do is say that I would like extreme consideration for the property owners that this will interfere with. PH-G8-1

We live in a pretty tranquil atmosphere. It's very quiet. And I have fears of noise and vibrations. And it appears from the map, which isn't really clear, but I'm going to be getting a better clarification on that -- but it might be coming right through my property. So I do have questions about that. And I guess there's other means of getting answers? PH-G8-2 PH-G8-1 cont'd PH-G8-3

BOARD MEMBER ROD DIRIDON: I should have clarified this at the beginning. We're not allowed to respond to you during the public hearings.

DON PEREIRA: That's fine.

BOARD MEMBER ROD DIRIDON: We're to hear only from you. After the session though, if you'd like to stay around, the consultants will be able to answer your

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1 questions outside in the foyer area. And the intent,
2 of course, is to be as responsive as possible to all of
3 the residents, no matter what corridor is chosen.
4 DON PEREIRA: Thank you very much. And I choose
5 the Altamont corridor. PH-G8-4
6 BOARD MEMBER ROD DIRIDON: Thank you for your
7 testimony.
8 Jim Helmer, who is testifying today as a Santa
9 Cruz County resident, though he's also employed by the
10 City of San Jose. And he'll be followed by Sheri
11 Barger -- I believe is the way it's pronounced.
12 JIM HELMER: Thank you for the opportunity to
13 speak today, Commissioner Diridon and members of the
14 public.
15 As mentioned, I have testified on behalf of
16 the City of San Jose both at the San Jose hearing and
17 the Livermore hearing earlier this week. And today I'm
18 speaking really as a long-time native central coast PH-G9-1
19 resident from Santa Cruz County and speaking really to
20 remind the Commission of the approximately 1 million or
21 so residents that live here in the tri-county region
22 down here of San Benito, Monterey, and Santa Cruz.
23 And I think it is important to remember what
24 an internationally acclaimed recreational and tourist PH-G9-2
25 destination point the Monterey Bay is. And that's a

1 very important consideration when we look at that type PH-G9-2 cont'd
2 of travel going up and down the long spine of the State
3 of California so that we can access the coast.
4 As a Santa Cruz County resident, I have very
5 limited options for air travel to Southern California.
6 Generally, I have to drive an hour to two hours to the
7 north to get to San Jose, Oakland, or San Francisco PH-G9-3
8 International to make any kind of a reasonable and
9 cost-effective trip to Southern California. And in
10 that one to two hours, I could have already been there
11 had I had the option to take an hour-and-50-minute
12 High-Speed Rail trip from Gilroy to Downtown Los
13 Angeles.
14 We've also discussed the fact that from
15 Gilroy, where we are today, to the north to San
16 Francisco, which is the preferred starter route, San PH-G9-4
17 Francisco to L.A, the 79 miles of CalTrain right of way
18 is secured. Other options, such as the Altamont, pose
19 major, major obstacles to secure right of way and
20 environmental clearance.
21 And to think that we could cross the San
22 Francisco Bay with our ending destination point in San
23 Francisco is a very difficult thing to envision in any PH-G9-5
24 kind of a near-term time frame. And to think that with
25 could get to San Francisco by coming across Altamont

Gilroy Public Hearing Transcripts – Continued

and somehow circling the Bay, possibly to the south through San Jose, we would only be paralleling the new BART alignment. So we would be building another rail system alongside of BART and existing heavy rail that already exists there. PH-G9-5 cont'd

To use the 79-mile corridor of the CalTrain corridor to the north of Gilroy, we would be able to electrify; we would be able to grade separate; and we would be able to reduce congestion on our local freeways. PH-G9-6

CalTrain, which is extending to Salinas -- and I'm proud to announce the City of San Jose has unanimously endorsed that extension -- but CalTrain's vision is really fourfold. PH-G9-7

They see themselves as a local train service to the greater Bay Area, up and down the Peninsula. They see themselves as a Baby Bullet service from San Jose to San Francisco in one hour. And they see themselves as a feeder service to High-Speed Rail to the greatest population center that we were talking about today. And lastly, they see themselves as a freight service on weekends and nights. PH-G9-8

So in conclusion, after going to several hearings, reading the reports, I really believe what we need to do is focus on the desirability of accessing San Francisco to L.A. to Anaheim in the most logical route. And that would be from San Francisco through San Jose with Gilroy as a hub and Merced as a hub as we proceed south to L.A. and Anaheim. PH-G9-9 cont'd

But I also believe that this should be a spine up the central portion of state from L.A. towards Sacramento to better serve the San Joaquin residents in that very important corridor. And then finally on PH-G9-10

east-west, shorter routes, which is the case, we should be really thinking about extending BART across Altamont or building better regional rail service to serve population centers that continue to need better east-west travel between the job employment center and agricultural regions and other regions in the Central Valley. PH-G9-11

So with that, I'll close. Thank you very much.

BOARD MEMBER ROD DIRIDON: Thank you, and thanks for providing testimony prior to this time, too.

SHERI BARGER: I'm Sheri Barger. I had a question, so I'll wait until after the meeting to ask that.

BOARD MEMBER ROD DIRIDON: Sure.

Any of you who have questions, please join the staff right after we convene the -- or adjourn the session here, and they'll try to answer your questions.

Gilroy Public Hearing Transcripts – Continued

Thank you.

And Joe Thompson, an old friend, followed by John Scherrer.

Good behavior today, Joe.

JOE THOMPSON: Yes, your Honor. Oh, it's not him. Mr. Vice Chair -- or is it Supervisor? You've worn so many hats, I don't know exactly how to --

BOARD MEMBER ROD DIRIDON: Just "Rod," Joe.

JOE THOMPSON: My name is Joe Thompson, as you know, supervisors and council members. As Rod -- he allows me to call him that. He can call me "Turkey," by the way.

As Rod knows, I was fortunate to do post-doctoral study at what he calls the Mineta Institute. And I was also fortunate to be there when Rod convened the 1995 annual meeting of the Mineta Institute -- to shorten its name a little bit -- when we heard the future secretary of transportation say, "The crucial question in transportation today is, what should government do and what should it leave to others?" PH-G10-1

Now, time is short, and attorneys can be long winded. So I respectfully request that you accept my written statement again. This is the sixth time in ten years that I've had the pleasure of coming before you PH-G10-2 PH-G10-3

and the Commission, as Mr. Leavitt knows -- or now that you're an Authority -- and say the same thing I've been saying. You know, at least the devil is consistent. And I've said before and I'll say it again, if you put enough FedEx, UPS and Postal Service tonnage on that train, you wouldn't have to ask the taxpayers for a dime. PH-G10-3 cont'd

This horn (indicating) is from the Union Railroad, from my uncle, which was a belt line around the steel mills when we had them near Pittsburgh, where I was born.

As you know, my undergraduate from San Jose State was in history. And I've had the pleasure of doing the post-doctoral study there and reviewing and annotating all of the transportation works in the Undergraduate Library, in large part, thanks to you for creating that institute and motivating me.

But from my study of the railroads in the United States, since John Thompson built the first railroad in Delaware County, Pennsylvania in 1809, and reviewing them all since then, it's my conclusion that there's three types of railroads. There's railroads that look as good as gold (indicating), but turn out to be fool's gold. There's railroads that have a silver shine to them (indicating), especially for people like

Gilroy Public Hearing Transcripts – Continued

the founders of the Credit Mobilier -- and possibly Bechtel Corporation if they're successful in pushing this through. And there's the other kind of railroad. I worked for the SP near what we used to call the Cahill Station -- but which now has a different name -- for five years. And then I had the pleasure of working for Union Pacific as their local complaint clerk. You think I get called names as an attorney, you should have enjoyed that position for ten years as the complaint clerk around here. PH-G10-3 cont'd

Those railroads have a source of funding that have made them the envy of the world today. Unlike what we see in France, where they've had to decimate the middle class to do things like the bullet train, and unlike in Japan, as I've told your committee or your commission before, we're not packed so densely as the Japanese -- "So how would you do it, Joe? How would you make that bullet train run without putting the onus on the backs of the taxpayers like we do with the other kinds of mass transit?" PH-G10-4

I say, do it the way the canal people did on that portrait I gave you about ten years ago that you put up in your office. They moved passengers and freight, and they didn't have to ask the taxpayers for a dime.

By the way, this is the 37th anniversary, I guess you know, of congressmen standing up in Congress in 1970, during the debates on the creation of the National Railroad Passenger Corporation, in which some of them said Amtrak would be self-sufficient in three years. So much for their crystal ball. PH-G10-5

By September the 11th of 2001, according to Traffic World Magazine, the taxpayers had thrown about $30 billion of subsidies to Amtrak, but did we have adequate airport security? No.

So I commend you for your lifetime of dedication to our community, to our county, to our state. And I thank you all very much. But my point of view hasn't changed. But I guess you know that. PH-G10-6

Good talking to you on the Ronn Owens show.

BOARD MEMBER DIRIDON: Thank you.

Next, John Scherrer will be followed by Tom Hermann.

JOHN SCHERRER: Thank you, Mr. Chairman. My name is John W. Scherrer, and I own several thousands acres of land on Pacheco Pass highway, extending from Lovers Leap, which is across from Bell Station, eastward about four and a half miles almost to the top of the pass. PH-G11-1

I'm not here this evening to speak against your proposed route. In fact, I'm very much in favor PH-G11-2

Gilroy Public Hearing Transcripts – Continued

of it. It makes much more sense to me than the Altamont Pass. But I just want to make you aware of a couple of concerns that I have regarding my property. PH-G11-2 cont'd

In looking at the maps outside there, you propose to -- by the way, the south fork of the Pacheco Creek cuts right through the center of my property. And according to those maps, you propose to go overland over the south fork of the Pacheco on my property. PH-G11-3

My concern is that several years ago I entered a land conservation agreement with the federal government, extending from about a half a mile from the highway, going upstream on the Pacheco Creek, center line Pacheco -- south fork of the Pacheco, that is -- 300 feet on each side. As a result, I'm not allowed to develop anything on top of that land. And that is recorded with the County.

On the other hand, if you go downstream from that point, you're going through the -- there's a disposal site where they had the material that came out from the San Felipe Tunnel. And you would probably be going due left, and you're bumping right into the outlet for the San Felipe Tunnel. PH-G11-4

So the only alternative that I can see in order -- if you're going to build over that land conservation agreement area, the State would have to PH-G11-5

enter into some kind of an agreement with the federal government to get a variance to do that. PH-G11-5 cont'd

I just wanted to make you aware of that problem.

BOARD MEMBER ROD DIRIDON: Thank you for the caution.

JOHN SCHERRER: You bet.

BOARD MEMBER ROD DIRIDON: And thank you for being such a farsighted person as to develop the agreement in the first place.

Tom Hermann will be followed by Gabriel Santos.

TOM HERMANN: Thank you for the opportunity to speak here. I'm actually here as both a Morgan Hill resident as well as a businessman who travels very frequently to the point where I flew back in from the East Coast this morning, just long enough to change into some more comfortable clothes because of the heat, changing out of the suit. PH-G12-1

So I'll start with the business perspective first. Actually, I'm a very avid supporter of high-speed rail systems. I've ridden them all over the world. Every single one that you've mentioned here, for sure, I've ridden on: the one in Japan, the one in Germany, in France. I'll be back in Europe next week PH-G12-2

Gilroy Public Hearing Transcripts – Continued

and traveling -- be in Frankfurt in Europe on the ICE because that's still the fastest connection for me when I've got business meetings in various cities. PH-G12-2 cont'd

So at that, I'm a very avid supporter, even from a local perspective too. And I'm hearing some of the other comments here about commuter traffic and alleviation and so on. That's a huge, huge benefit for us on the business travel set, even as a resident, to be able to shoot up the Peninsula faster if we have to. I have frequent meetings in Los Angeles, and that would ideal for me. So one of the comments I actually wanted to make is obviously I'm a very strong supporter of the Pacheco Pass alternative, especially from the perspective of even a lot of my employees who live in this area, who live up in San Jose, who frequently travel down to L.A.

I personally believe that's probably your larger constituents of people. Your larger pull in the future even is the business travelers that reside in this part of the Valley. I hear the alternative comments for Altamont, and I agree with the gentleman from Santa Cruz. I'd rather see some other alternative for that corridor and really address the population that is going to be your primary audience -- traveling from Northern California to Southern California, both

on the business side as well as the tourism traffic that was pointed out with Monterey and other areas. I think that's a great option for them to take that type of route. PH-G12-2 cont'd

So again, very strong supporter of the Pacheco Pass alternative from a business perspective.

As a Morgan Hill resident, likewise, the only thing I wanted to voice was one concern just in terms of the impact of any additional rail traffic through towns like Morgan Hill and Gilroy. We have a lot of railroad crossings. So one of the concerns is just in terms of how that is being addressed, whether it's elevated. I looked at some of your plans on line; looks like there may be some consideration for raising the track -- but you know, safety concerns, the impact on traffic, obviously, just making sure that that is being considered. PH-G12-3

The last thing we really need as residents is longer wait lines, when all the freight trains and CalTrain, all that stuff already comes through. We spend a long time sitting at lights and adding to local pollution and so on in the cars.

So thank you very much.

BOARD MEMBER ROD DIRIDON: If you would like to wait just a moment, we can answer those questions

Gilroy Public Hearing Transcripts – Continued

1 outside.
2 TOM HERMANN: Excellent. Thank you.
3 BOARD MEMBER ROD DIRIDON: Thank you for providing
4 testimony.
5 Our last speaker is Gabriel Santos from Los
6 Banos.
7 GABRIEL SANTOS: Hi. I'm a citizen -- I'm Gabriel
8 Santos. And I'm a citizen, resident of Los Banos, over PH-G13-1
9 the hill. And I sort of wanted to give you my concerns
10 of someone who has lived on the other -- in the Central
11 Valley. And I don't know if I'm the only one. I think
12 I may be. Another person may be from the Central
13 Valley.
14 But my concerns are regarding the effect, the
15 environmental effect this whole -- the dot-com boom the
16 Silicon Valley world has had on the Central Valley.
17 And I'm hoping that the California High-Speed Rail
18 Authority will take into account the bigger picture of
19 California.
20 The way I see it is that a lot of these local
21 communities, like Gilroy, Morgan Hill, they restricted
22 any sort of urban growth here in this area. But all
23 the real jobs were created in Silicon Valley companies
24 like Google, Yahoo. So there was a big explosion for
25 those type of jobs, high-paying jobs. And how it

39

1 affected the Central Valley. And those types of PH-G13-1 cont'd
2 high-tech jobs, they also have a lot of support that's
3 needed for those jobs, caterers and other type --
4 police officers. And they can't -- they couldn't
5 afford the expensive housing that was -- that's
6 available here in the Coastal Region. So a lot of
7 them -- a lot of these people have to commute over the
8 hill.
9 And so basically, I'm hoping that the
10 California High-Speed Rail Authority will consider
11 trying to find solutions to these problems and also to
12 also consider, you know -- because you have a crystal
13 ball, you're really -- you're making decisions now that
14 may not be implemented until maybe 30 or 40 years from
15 now. And there's a lot of other type of technology.
16 There's a technology called telepresence, which is --
17 if Cisco had their way, they would want the high-speed
18 Internet to be at 100 megabits per second.
19 What that means is that, if they created these
20 satellite areas for work -- it could be your home, it
21 could be a special building in the community. And they
22 would have these, you know, very high-definition type
23 of television screens or type of virtual reality space.
24 And there wouldn't really be a strong need to commute
25 to another area.

40

Gilroy Public Hearing Transcripts – Continued

So you may want to consider that because of the cost involved to create a system that, from what I read in the San Jose Mercury News, is billions of dollars a year just to operate the system. So whether that -- and then there's something called heliporting technology. It's sort of an air traffic-controlled type of system, where it's all run by computers so you don't have to be a certified pilot to get on a plane. PH-G13-1 cont'd

And you know, they're going to go from some airport-port plane there, and then they're going to travel. They can commute that way. The plane will actually be flying itself.

So I just wanted to bring those issues up to consider those, you know, because this is 40 years down the line, and who knows. And so that's all I want the say.

Thank you.

BOARD MEMBER ROD DIRIDON: Thank you Gabriel.

We do have a final speaker, and that's Rod Jensen.

ROD JENSEN: Thank you. I waited to see if I wouldn't be redundant.

My name is Rod Jensen, and I'm here as a business person. I live in Santa Cruz County, and I'm excited about the possibilities of this High-Speed PH-G14-1

Rail. For me as a business person, I'm finding my clients are up and down the coast, Los Angeles. And with globalization, I'm finding I even have to move down into Mexico to find suppliers. So the idea of a train, high-speed, for connecting to my customers and clients is very important to me. PH-G14-1 cont'd

Flipping the switch a little bit compared to the last speaker, I want to talk about the history of trains. And Rod, you probably know a little about that. But the reason that we have that corridor between San Jose and San Francisco was because of the foresight of the Southern Pacific Company. PH-G14-2

And if we look at the history of trains in California, the most successful train of all time was the Coast Daylight, the most successful, financially.

But the Southern Pacific also had the foresight to know that one train down the coast wasn't enough. They had one in the Valley also.

So my point to you today is, two thirds of your passengers are going to be coming from San Francisco. That Valley is where you're putting the main line track. You need both. So let's not make this an either/or. We want both. We want a track to San Francisco; we want a connection in San Jose. But we need to go up the East Bay because those people also

Gilroy Public Hearing Transcripts – Continued

deserve the same level of service. PH-G14-2 cont'd

And Southern Pacific knew that. And I would just ask that you consider history in your decision.

Thank you.

BOARD MEMBER ROD DIRIDON: Thank you very much. That ends it on a kind of a happy note. Are there any other comments that any would care to offer today?

JACK STURLE: Can I make a comment from here?

BOARD MEMBER ROD DIRIDON: Go right ahead. We need your name on the card in order to make sure we don't get it wrong in the record.

JACK STURLE: My name is Jack Sturle. I live on Holsclaw Road, which is just east of Gilroy.

I've seen a lot of publicity on the good things about the bullet train or the -- I guess that's one of the names.

BOARD MEMBER ROD DIRIDON: Good enough.

JACK STURLE: But I've never seen anything in the papers that tells you -- tells property owners how wide PH-G15-1 the right of way is and how many trains a day are going to be going through. PH-G15-2

Now, this means a hell of a lot to the property owners -- through the farmland. And you're probably not going to answer this today. PH-G15-3

BOARD MEMBER ROD DIRIDON: We can't answer it from

here, but once we step outside into the foyer area, they can answer that question for you.

JACK STURLE: Now, if Gilroy -- if the Pacheco Pass route is the final choice, and it looks like that's going to be, then what the City of Gilroy does is going to affect the farmland all on the east side of Gilroy. If Gilroy doesn't want it to come down the Southern Pacific or Union Pacific tracks, it's going to veer off north of Gilroy and come out through the farmland, cross the Llagas Creek. And the effects on the farmland is something that really should be, you know, given a lot of attention. PH-G15-4

And before anything comes up on a ballot for a bond issue, all these property owners should be aware of the final choice. The final route should be known long before you put a bond issue up. PH-G15-5

Anyway, that's basically my comments.

Thank you very much.

BOARD MEMBER ROD DIRIDON: Thank you for coming forward. And please do fill the card out so we can have the information properly on the record.

Thank you.

Any other comments? We're very pleased to have you all here today, and remember that our next hearing is 4:00 in the afternoon tomorrow, in Merced,

Gilroy Public Hearing Transcripts – Continued

in the city council chambers. And our last hearing, then, will be on the 18th of September in the Stockton City Council -- Stockton Counsel of Government Chambers.

This meeting is adjourned.

LARRY COPE: We support -- in fact, we support and recommend the Pacheco Pass route. We feel it has the best possibility of success going from north to south because of where all the commuters are at, and that we also feel that it would be the most beneficial to, one, traffic congestion, the environment, effects of all the cars on the road, plus where the future growth is happening in the -- not only the Central Coast but the Central Valley.

PH-G16-1

So that's it.

(Whereupon, the proceedings adjourned at 6:00 o'clock p.m.)

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 11th day of September, 2007.

DEBORAH FUQUA
CSR NO. 12948

Responses to Gilroy Public Hearing Transcripts, August 29, 2007

PH-G1-1

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

PH-G1-2

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

PH-G1-3

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

PH-G11-4

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

PH-G1-5

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

PH-G2-1

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

PH-G2-2

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

PH-G2-3

Comment acknowledged. However, two corrections should be noted: by 2020 (not 2010) San Jose Mineta International airport will have more interstate air passengers than either Oakland or San Francisco (not combined). Please see Table 1.2-2.

PH-G2-4

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

PH-G2-5

Please see Chapter 1 regarding the purpose of and need for an HST system in California.

PH-G2-6

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

PH-G3-1

Comment acknowledged.

PH-G3-2

Comment acknowledged.

PH-G3-3

Comment acknowledged.

PH-G3-4

Comment acknowledged.

PH-G3-5

Refer to Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. The proposed project would not impact Henry Coe State Park.

PH-G3-6

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

PH-G4-1

Comment acknowledged.

PH-G4-2

Comment acknowledged.

PH-G4-3

Comment acknowledged.

PH-G4-4

Comment acknowledged.

PH-G4-5

Comment acknowledged.

PH-G4-6

Comment acknowledged.

PH-G4-7

Comment acknowledged.

PH-G5-1

Comment acknowledged.

PH-G5-2

Comment acknowledged.

PH-G5-3

Comment acknowledged.

PH-G5-4

Comment acknowledged.

PH-G6-1

Comment acknowledged.

PH-G6-2

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

PH-G6-3

Comment Acknowledged.

PH-G6-4

Comment acknowledged.

PH-G6-5

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

PH-G7-1

Comment acknowledged.

PH-G7-2

Comment acknowledged. The Authority and FRA appreciate the support for the HST system. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-G7-3

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

PH-G7-4

Comment acknowledged. Please see Response to Comment Letters L019 and L034.

PH-G7-5

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

PH-G7-6

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

PH-G7-7

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

PH-G7-8

Comment acknowledged.

PH-G7-9

Comment acknowledged.

PH-G7-10

Comment acknowledged.

PH-G8-1

The alignment created for this program-level document is at the conceptual level of engineering. At the project level of environmental analysis, more detailed engineering and right-of-way studies will be conducted to avoid, minimize, or mitigate the possible effects to property owners along the proposed HST system.

PH-G8-2

Potential noise and vibration issues will be addressed through mitigation, as outlined in Section 3.4.5. Possible specific mitigation measures include sound walls and the use of train and track technologies that minimize ground vibration, such as state-of-the-art suspensions, resilient track pads, tie pads, ballast mats, and floating slabs.

PH-G8-3

Comment acknowledged.

PH-G8-4

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

PH-G9-1

Comment acknowledged.

PH-G9-2

Comment acknowledged.

PH-G9-3

Comment acknowledged.

PH-G9-4

Comment acknowledged.

PH-G9-5

Comment acknowledged.

PH-G9-6

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

PH-G9-7

Comment acknowledged.

PH-G9-8

Comment acknowledged. Please also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Please also see Response to Letter L026.

PH-G9-9

Comment acknowledged.

PH-G9-10

Comment acknowledged.

PH-G9-11

Comment acknowledged.

PH-G10-1

Comment acknowledged.

PH-G10-2

Comment acknowledged.

PH-G10-3

Comment acknowledged. Please also see Response to Comment W010.

PH-G10-4

Comment acknowledged

PH-G10-5

Comment acknowledged.

PH-G10-6

Comment acknowledged.

PH-G11-1

Comment acknowledged.

PH-G11-2

Comment acknowledged.

PH-G11-3

Comment acknowledged. Also see Response to Comment I 028-1.

PH-G11-4

Thank you for the input. These suggested alignment alternatives will be considered at the project-level environmental analysis.

PH-G11-5

Thank you for the input. These suggested alignment changes will be studied during the project-level environmental analysis.

PH-G12-1

Comment acknowledged.

PH-G12-2

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

PH-G12-3

Comment acknowledged. The planned HST system will be fully grade-separated, eliminating highway at-grade crossings for the HST system.

PH-G13-1

Comment acknowledged. Please also see Standard Response 4 regarding growth.

PH-G14-1

Comment acknowledged.

PH-G14-2

Comment acknowledged.

PH-G15-1

The Draft Program EIR/EIS had specific right-of-way guidelines, as outlined in Response to Comment S008-5.

PH-G15-2

The potential number of trains per day is discussed in Chapter 4.

PH-G15-3

Potential impacts on agricultural lands are discussed in Section 3.8.

PH-G15-4

Potential impacts on agricultural lands are discussed in Section 3.8. The Pacheco Pass alignment alternative would extend through Gilroy and to the south before turning east, south of SR 152.

PH-G15-5

The program-level document does not identify specific right-of-way requirements. It is the Authority's goal to have the alignment for the statewide system identified well before November 2008. The project-level EIR/EIS will look more closely at the right-of-way requirements and the proposed alignment.

PH-G16-1

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

Comment Letter PH-G17 (John Litzinger, August 29, 2007)

PH-G17

FLYCALIFORNIA
Without ever leaving the ground.

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

COMMENT SHEET

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.cahighspeedrail.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): JOHN LITZINGER
Title (if applicable):
Organization/Business (if applicable):
Address: 9510 RANCHO HILLS DR
City: GILROY State: CA Zip: 95020
Phone: 408-848-6679 Fax:
Email:
Meeting Date: 8/29/07 Meeting Location: GILROY

COMMENTS:
PHG001-1 We support HSR in CA as an additional infrastructure improvement for travel between NorCal + SoCal. We support the Pacheco Pass alignment with a Gilroy station hub to service the South County + Monterey Bay Tri-county area.

U.S. Department of Transportation Federal Railroad Administration

Response to Letter PH-G17 (John Litzinger, August 29, 2007)

PH-G17-1

Comment acknowledged.

Comment Letter PH-G18 (Santa Clara Valley Transportation Authority, No date)

PH G18

SPEAKING POINTS
CALIFORNIA HIGH-SPEED RAIL AUTHORITY
Bay Area to Central Valley EIR/EIS

- Thank you for the opportunity to speak here today.
- The Santa Clara Valley Transportation Authority strongly supports the concept of a high-speed rail line connecting Northern and Southern California as a way to relieve highway and air traffic congestion between the Bay Area and Southern California. PH-G18-1
- VTA also believes that a Pacheco Pass alignment makes the most sense as the entry point for the high-speed rail trains into the Bay Area. PH-G18-2
- In 2005, the California High-Speed Rail Authority's Draft Statewide Program EIR/EIS concluded that Pacheco Pass was the better alignment because:
  a. It provides better frequency of service to the critical Silicon Valley job market—a primary economic engine for both California and the United States as a whole.
  b. It more effectively and efficiently meets current and future intercity travel demand, making it a better fit for high-speed rail's basic project objectives.
  c. It does not require a new San Francisco Bay crossing, which would pose considerable environmental challenges, be more costly and could result in project schedule delays.
- We believe the information presented in the Authority's Draft Bay Area to Central Valley High-Speed Train Program EIR/EIS does not change these conclusions.
- The Pacheco Pass alignment would provide faster, more direct, and more frequent service to the three largest urban centers in the Bay Area—San Jose, San Francisco and Oakland. PH-G18-2 cont'd
- To demonstrate the need for direct high-speed rail service to San Jose—the tenth largest city in the nation and the largest in the Bay Area—consider that the Authority's Draft Statewide Program EIR/EIS estimates that by 2010, the Mineta San Jose International Airport will have more flights serving the Bay Area-to-Southern California market than the Oakland and San Francisco airports combined. PH-G18-3
- As one of the partner agencies in the Caltrain Commuter Rail Service, VTA believes a Pacheco Pass alignment is more consistent with Caltrain's corridor-wide long-range plans. PH-G18-4
- Finally, air traffic between the Bay Area and Southern California will continue to grow in the future. But all three major airports in the Bay Area are severely constrained in terms of their ability to expand. The Bay Area-Southern California air traffic corridor is already one of the busiest in the nation. It will only get worse. PH-G18-5
- Therefore, the primary purpose of high-speed rail must be to provide a competitive long-distance transit alternative between Northern and Southern California. And the Pacheco Pass alignment is the best alternative for achieving that purpose.
- Thank you for your consideration of our comments.

2 of 2

Responses to Letter PH-G18 (Santa Clara Valley Transportation Authority, No date)

PH-G18-1

See Response to Comment PH-G2-1

PH-G18-2

See Response to Comment PH-G2-2.

PH-G18-3

See Response to Comment PH-G2-3

PH-G18-4

See Response to Comment PH-G2-4

PH-G18-5

See Response to Comment PH-G2-5.

Comment Letter PH-G19 (Dennis Donohue, City of Salinas, August 29, 2007)

PH-G19

City of Salinas

OFFICE OF THE MAYOR • 200 Lincoln Avenue • Salinas, California 93901 • (831) 758-7201 • Fax (831) 758-7368

August 29, 2007

The Honorable Quentin L. Kopp
Chairperson
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

SUBJECT: SUPPORT OF HIGH-SPEED RAIL SOUTHERN PACHECO PASS ALIGNMENT

Dear Judge Kopp:

On behalf of the City Salinas, I would like to express our support of the Southern Pacheco Pass alignment for the High-Speed Rail project. The southern alignment across the Pacheco Pass would have the train stopping at Gilroy and San Jose and thus would bring more riders though Gilroy and would likely increase ridership on the Caltrain corridor to Gilroy to board the High-Speed Rail system. PH-G19-1

The City of Salinas is working with the Transportation Agency for Monterey County (TAMC) in planning the extension of Caltrain commuter rail service to Monterey County with a final stop in Salinas. An extension of the passenger rail service to Monterey County and Salinas will result in removing auto trips from commute corridors that lead to job destinations north. The City also expressed support for plans to extend Amtrak's Coast Daylight service that would connect downtown Los Angeles with downtown San Francisco. PH-G19-2

The Monterey County rail projects will complement and connect with the High-Speed Rail system at Gilroy and San Jose if the Southern Pacheco Pass alignment is chosen as the preferred alignment, thereby further increasing ridership on this segment. The Pacheco pass alignment would be beneficial for Monterey County due to the increased ridership on train services through Monterey County, and the regional economy would benefit from increased investment in the infrastructure in the region and around train stations. PH-G19-3

The three-county Monterey Bay Area had a population of 710,000 in 2000, and is projected to reach nearly a million residents by the year 2030. Our growing population needs an alternative means of getting to jobs, health care, and shopping around the region and across the state.

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The Honorable Quentin L. Kopp
August 29, 2007
Page 2 of 2

Increased access to the rail network and connectivity to the high-speed rail system in Gilroy will help the region be more sustainable, economically, environmentally, and socially. PH-G19-3 Cont.

We appreciate the opportunity to comment on this exciting project.

Sincerely,

Dennis Donohue
Mayor
City of Salinas

cc: Hon. John Laird, 27th Assembly District
Hon. Anna Caballero, 28th Assembly District
Hon. Jeff Denham, 12th Senate District
Hon. Abel Maldonado, 15th Senate District
Hon. Jim Beall, Jr., 24th Assembly District
San Jose Mayor Chuck Reed
Gilroy Mayor Al Pinheiro
Morgan Hill Mayor Steve Tate
San Mateo County Transit District Chief Executive Officer Michael J. Scanlon
Santa Clara Valley Transportation Authority General Manager Michael Burns
Silicon Valley Leadership Group President & CEO Carl Guardino

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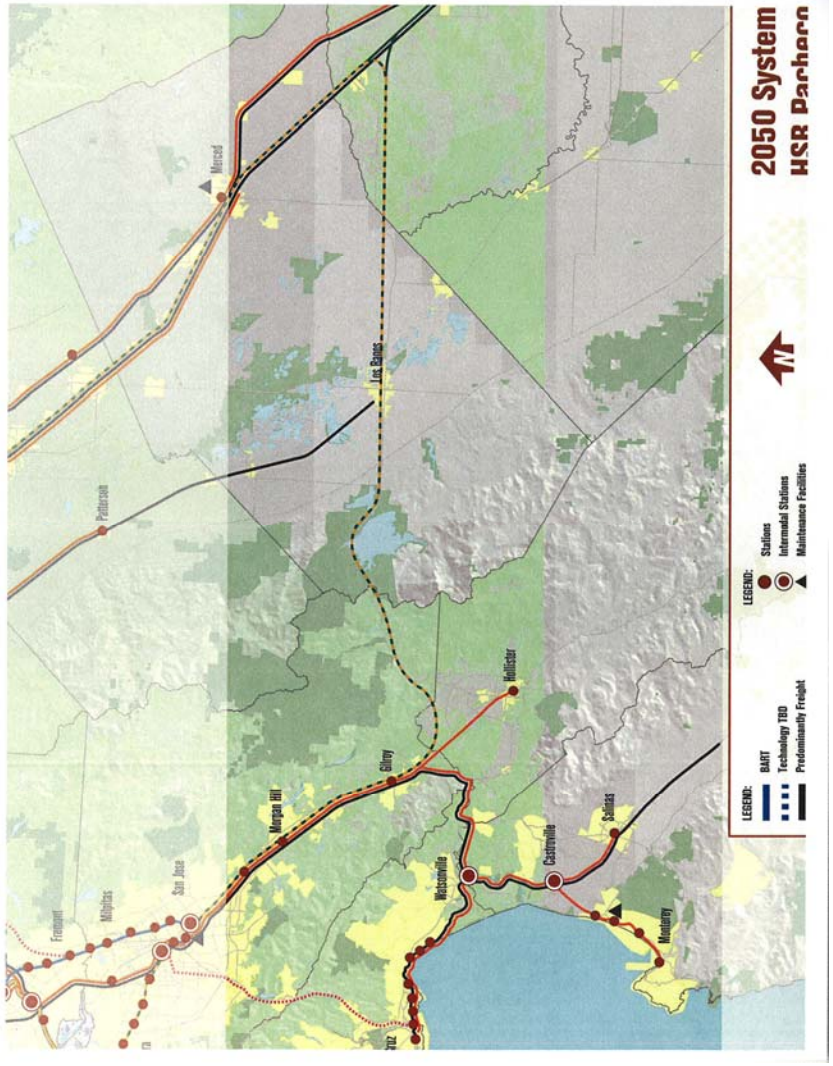
Comment Letter PH-G19 – Continued

The Transportation Agency for Monterey County (TAMC) is an independent association of local officials who have banded together to solve transportation problems throughout Monterey County. Elected officials from each of the twelve incorporated cities in Monterey County and all five County Supervisors represent the public on the TAMC Board of Directors. • TAMC's goal is to make it safer and easier for travelers to get where they want to go, whether they're commuting to work or school, transporting goods to market, visiting our local attractions, going shopping or traveling to medical appointments. Infrastructure improvements can further improve safety and reduce future traffic congestion. • Transportation in the future will require a combination of solutions, such as roads, buses, trains, and trails. TAMC is uniquely suited to coordinate and provide oversight of this mix of projects. TAMC is locally focused and locally controlled. TAMC can do more with your help. If you would like more information about how to get involved in transportation issues visit the TAMC web site at tamcmonterey.org

Comment Letter PH-G19 – Continued

Comment Letter PH-G19 – Continued

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901-2902
phone (831) 775-0903
Email: info@tamcmonterey.org
www.tamcmonterey.org



Comment Letter PH-G19 – Continued

INVESTING IN YOUR TRANSPORTATION FUTURE

MONTEREY COUNTY
CALIFORNIA

Population: 421,400 Area: 3322 square miles

AGRICULTURE in Monterey County is a $3.4 billion a year industry:

- Monterey County is the #1 fresh vegetable producer in the nation, harvesting 74 different crops and has the most valuable land per acre in the country
- 80% of Monterey County's fresh vegetable production is transported on US 101
- From March through November, 2,700 interstate trucks leave Salinas each day transporting vegetables to the rest of the nation

TOURISM in Monterey County is a $1.8 billion industry:

- 5 million visitor trips to Monterey County occur each year
- US 101 is the primary access route for travelers to Monterey County

EDUCATION is an important part of the economy with over 10,000 students:

- The Naval Postgraduate School is a U.S. Navy institution with over 2,800 students, faculty and staff
- The Army Defense Language Institute Foreign Language Center (DLIFLC) is world's largest foreign language institute with over 3,500 students, faculty and staff.
- California State University at Monterey Bay (CSUMB) is a multicultural learning community founded on academic excellence with over 4,200 students, faculty and staff.

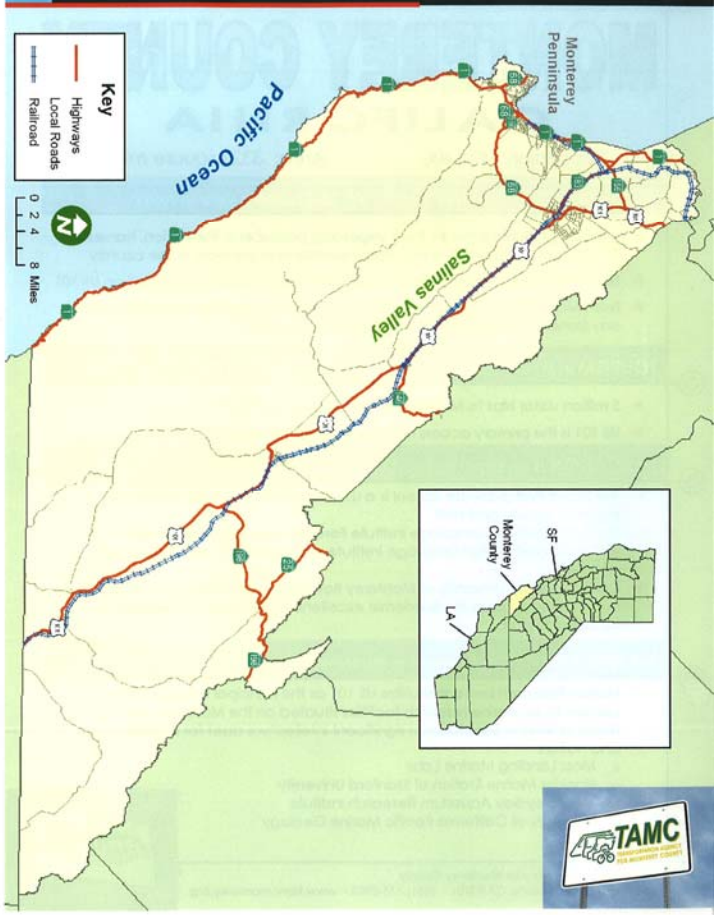
MARINE RESEARCH flourishes in Monterey County's unique Bay:

- Marine Research personnel utilize US 101 as the principal transportation corridor to six marine research facilities situated on the Monterey Bay National Marine Sanctuary, a significant intellectual asset for our state and nation.
  - Moss Landing Marine Labs
  - Hopkins Marine Station of Stanford University
  - Monterey Bay Aquarium Research Institute
  - University of California Pacific Marine Geology

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

TAMC

INVESTING IN YOUR TRANSPORTATION FUTURE



TAMC

Comment Letter PH-G19 – Continued

CALTRAIN SERVICE TO MONTEREY COUNTY

Project Benefits

- Improves commuter access between Salinas and San Jose, San Francisco
- Provides alternative to traffic congestion
- Facilitates access to jobs, health care, shopping
- Expands transportation options for the elderly, young, and disabled
- Reduces commuter stress
- Promotes economic development around stations

Caltrain engine at Salinas Station

PROJECT DESCRIPTION

Extends existing San Francisco – San Jose - Gilroy Caltrain commuter rail service 37 miles to Pajaro, Castroville & Salinas:

- 2 round trips per weekday initially
- 4 round trips per weekday in 10 years
- Salinas-San Jose one-way fare: $6.75
- Projected annual ridership (2010): 530,000 (2,000 daily passengers)

Stops in:

- San Francisco
- Millbrae – shuttle to SFO, BART
- San Jose
- Gilroy
- Pajaro (300 daily boardings each way)
- Castroville (100 daily boardings each way)
- Salinas (600 daily boardings each way)

Estimated schedule - subject to revision

COST ESTIMATE

Total Capital Project Cost: $101,000,000
Net Annual Operating Cost: $1,200,000

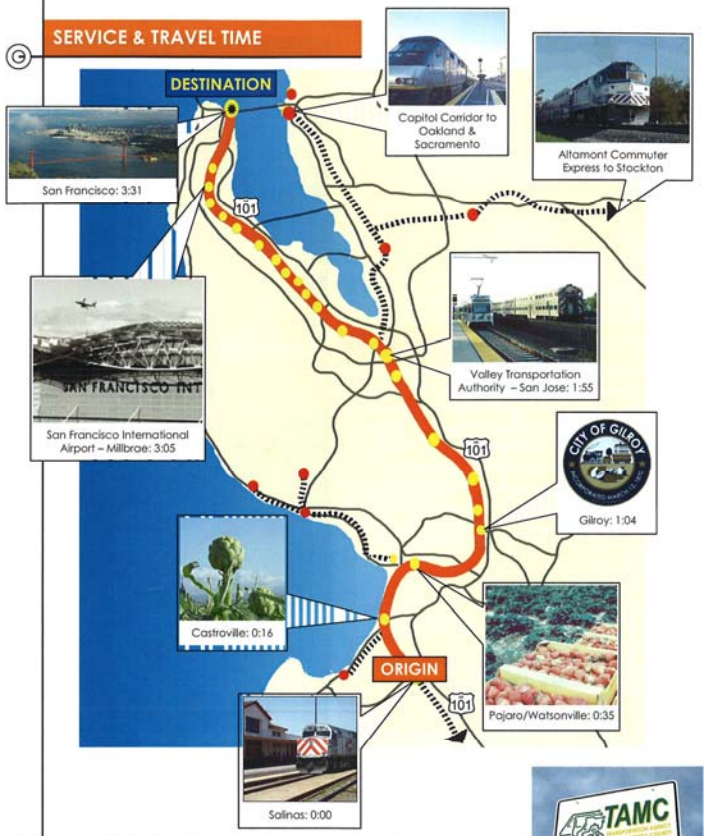
In partnership with: MST, Caltrain

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

TAMC

CALTRAIN SERVICE TO MONTEREY COUNTY

SERVICE & TRAVEL TIME



Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

TAMC

Comment Letter PH-G19 – Continued

MONTEREY PENINSULA FIXED GUIDEWAY SERVICE

Project Benefits

- Improves access between Monterey and Salinas
- Improves access to San Francisco and San Jose
- Provides alternative to traffic congestion
- Facilitates access to jobs, health care, shopping
- Reduces commuter stress
- Promotes economic development around stations

Monterey Branch Line tracks(R) and typical congestion along Highway 1 in Marina

PROJECT DESCRIPTION

The Monterey Peninsula Fixed Guideway Service will provide alternative transit service using the existing Monterey Branch Line alignment, which was purchased by the Transportation Agency in 2003 for $9.3 million. This 16-mile service will connect to the planned Caltrain service in Castroville and also provide local transit alternatives with key stations in Monterey, Seaside, Sand City, Marina/CSUMB, and Castroville. TAMC is currently taking options out to the public to obtain input into the selection of a locally preferred alternative. Several different service options are under consideration, including intercity rail to San Francisco, local rail, bus rapid transit service, or a combination of the two. Selection of a service type and transit route will determine the type of vehicle that will be used.

PROJECT TIMELINE

Estimated schedule - subject to revision

COST ESTIMATE

Total Project Cost Range:
$ 150,000,000 – $327,000,000
Annual Estimated Operating Cost:
$ 30,000,000 – $37,000,000

In partnership with: MST

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

MONTEREY PENINSULA FIXED GUIDEWAY SERVICE

PROJECT LOCATION

There are several alternatives under consideration. This option includes bus rapid or light rail transit service along the Peninsula and eventual intercity rail service to San Francisco.

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 • (831) 775-0903 • www.tamcmonterey.org

Comment Letter PH-G19 – Continued

BUS SERVICE AND PUBLIC TRANSPORTATION

PROJECT BENEFITS

- Allows elderly and disabled persons to travel independently
- Provides an alternative to driving for commuters
- Reduces traffic throughout Monterey County
- Improves access to local businesses and services

Monterey-Salinas Transit bus

PROJECT DESCRIPTION

Implementation of the 14-year transportation improvement plan will provide an estimated $28 million (8% of all new revenues) for bus transit services. According to the plan, this money can be used for:

- South County transit service
- More elderly and disabled service
- Commuter bus service
- Transit stations
- Bus stops and shelters
- Other transit services

REVENUE GENERATED

$28,000,000

Monterey-Salinas Transit Statistics for FY 2003-2004

Fixed Route Service

Operating Cost:	$ 15,581,000
Annual Boardings:	4,625,000
Boardings per hour:	23.4
Cost per trip:	$ 3.59

RIDES for Persons with Disabilities

Operating Cost:	$ 1,682,000
Annual Boardings:	68,000
Boardings per hour:	2.4
Cost per trip:	$ 24.76

In partnership with: MST MONTEREY-SALINAS TRANSIT

TAMC

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 · (831) 775-0903 · www.tamcmonterey.org

BUS SERVICE AND PUBLIC TRANSPORTATION

REGIONAL MAP

TAMC

Transportation Agency for Monterey County
55-B Plaza Circle, Salinas, CA 93901 · (831) 775-0903 · www.tamcmonterey.org

Comment Letter PH-G19 – Continued

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Regional Transportation Planning Agency

Debra L. Hale
Executive Director
Direct: (831) 775-4410

55-B Plaza Circle
Salinas, CA 93901-2902
office: (831) 775-0903
fax: (831) 775-0897
debbie@tamcmonterey.org

TAMC
TRANSPORTATION AGENCY FOR MONTEREY COUNTY
Regional Transportation Planning Agency

Christina Watson
Senior Transportation Planner
tel: (831) 775-4406

55-B Plaza Circle
Salinas, CA 93901-2902
office: (831) 775-0903
fax: (831) 775-0897
christina@tamcmonterey.org

Responses to Letter PH-G19 (Dennis Donohue, City of Salinas, August 29, 2007)

PH-G19-1

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

PH-G19-2

Comment acknowledged.

PH-G19-3

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

Comment Letter PH-G20 (Joseph P. Thompson, August 29, 2007)

PH-G20

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

FLY CALIFORNIA Without ever leaving the ground.

COMMENT SHEET

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.cahighspeedrail.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): JOSEPH P. THOMPSON
Title (if applicable): VARIOUS
Organization/Business (if applicable): NUMEROUS
Address: 8339 CHURCH ST. #112
GILROY CA
City: GILROY State: CA Zip: 95020
Phone: 408-848-5506 Fax: 408-848-4246
Email: TRANSLAW@PACBELL.NET
Meeting Date: 8-29-07 Meeting Location: GILROY City Hall

COMMENTS: See attached

U.S. Department of Transportation Federal Railroad Administration

Re-submitted at Gilroy HSRA Meeting 8/29/07.
JPT

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Suite 112, Gilroy, CA 95020
Post Office Box 154, Gilroy, CA 95021-0154
Telephone (408) 848-5506; Fax (408) 848-4246
E-mail: TransLaw@PacBell.Net

September 13, 2005

FAX (916) 322-0827
Mr. Mehdi Morshed, Executive Director
High Speed Rail Authority
925 L. Street, Suite #1425
Sacramento, CA 95814

Re: ***HSRA EIR & EIS---Public Comment***

Dear Mr. Morshed,

Referring to HSRA's Environmental Impact Report and Environmental Impact Statement, which were received yesterday on disk format ("EIR"), thank you for asking members of the public to comment on this vital subject. Please add these remarks to the official record of your proceedings so that history will know that you were repeatedly warned. PH-G20-1

Identity of Author. I have been in transportation for 43 years, the last 25 of which I have spent representing carriers and their customers before state and federal courts and agencies. Previously, I was graveyard shift supervisor at the intermodal facility in San Jose (1964-1970) and diversion, expediting, tracing and complaint clerk for UP in San Jose (1970-1980). I am a former member of COG's Transit Task Force. I am a member of COG's Rail Advisory Committee, SBC Safe Kids Coalition, the Legislation, Arbitration, Intermodal and Freight Claims Committees of the Transportation Lawyers Association, the Association for Transportation Law, Logistics & Policy, Conference of Freight Counsel, and a candidate for the American Society of Transportation and Logistics, and other professional organizations in our community, our State and our Nation. I am founder of Mothers Against Damned Deregulation–Transportation Union Against Regulatory Destruction of Society, San Benito County Small Business Incubator, and past-president of Gilroy-Morgan Hill Bar Assn., and Vineyard Estates Mutual Water Co., Inc. I was formerly a member of two local chambers of commerce (Gilroy and Hollister) government review councils. In 1997 I received the Best Research Paper Award from the National Board of Directors of the AST&L. I have been doing post-doctoral research of transportation law and policy at the Norman Y. Mineta International Institute for Surface Transportation Policy Studies at SJSU, and at Transportation Research Board at Georgetown University, and at the Library of Congress. My comments are merely my own, however, and not submitted on behalf of RAC, TLA, ATLLP, AST&L, CFC, or any organization to which I belong, but are only my own ideas as a student. PH-G20-2

Background. I have written and submitted many letters and papers to you, and to others, ab

HSRA EIR: Public Comments: Recommendations for Long-Term Sustainable Transport: Use Private Sector Solutions; Follow Adam Smith, not Karl Marx. 1

Comment Letter PH-G20 – Continued

out this transport subject, including the several papers that I submitted to HSRC and HSRA. I ask that those letters and papers be included in the official record of your proceedings. I am also enclosing my paper, "ISTEA Reauthorization and the National Transportation Policy," which I presented at the 68th Annual Meeting of the Association for Transportation Law, Logistics & Policy, Santa Fe, New Mexico, on June 25, 1997. It was published at 25 ***Transportation Law Journal***, pp. 87-*et seq.* (1997), and in shortened version as "ISTEA Reauthorization and the National Transportation Policy: Overlooked Externalities and Forgotten Felt Necessities," ***Transportation Lawyer*** (Dec. 1997). I am also enclosing a copy of my play "To the Pacheco Station," which I wrote while serving on Gilroy and Hollister Chambers of Commerce's Government Review Committees. When the Bullet Train was originally routed over Panoche Pass, just south of here, it was entitled "To the Panoche Station." Please include all of them in the official record of your proceedings. PH-G20-2 Cont.

Program Level Recommendations:

1. Abolish Communist Transport in America by All Modes.

See my enclosed letters and papers. I hope and pray that our HSRA's Directors will not succumb to the socialist-communist philosophy that dominated the failed USSR in the last century. If not for our sake, then for the sake of our children and grandchildren and future generations. PH-G20-3

Caveat viator!

Respectfully yours,

JOSEPH P. THOMPSON

cc: President
cc: Federal Elected Officials
cc: Governor
cc: State Elected Officials
cc: Local Elected Officials
cc: Editors
Encl. [Letters; Papers]

HSRA EIR: Public Comments: Recommendations for Long-Term Sustainable Transport: Use Private Sector Solutions; Follow Adam Smith, not Karl Marx. 2

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Suite 112, Gilroy, CA 95020
Post Office Box 154, Gilroy, CA 95021-0154
Telephone (408) 848-5506; Fax (408) 848-4246
E-mail: TransLaw@PacBell.Net
Website: http:\\home.pacbell.net\TransLaw

January 15, 2003

FAX (916) 653-2134
Honorable R. Kirk Lindsey, Chairman
California Transportation Commission
1120 N Street, P.O. Box 942873 (MS-52)
Sacramento, CA 94273-0001

Re: Transportation Funding Crisis Workshop Jan. 17, 2003

Dear Mr. Lindsey,

Thank you for sending notice of the CTC's funding issues workshop and for inviting public comment regarding the State's fiscal "crisis." It was a pleasure meeting you at the CTC's meeting in San Jose at the Fairmont Hotel last month. Congratulations on becoming Chairman of the CTC. One cannot help but sense the irony in a trucking company CEO being CTC's chairman when our chickens are coming home to roost. At Mr. Lawrence's invitation I addressed the CTC in December 2001 at the PUC in San Francisco on the subject of intermodal transportation infrastructure improvements for the State, and although I cannot attend the workshop on the 17th of this month, I would like to offer my recommendations.

1. Author. I have 39 years experience in transportation industry (trucking and railroad). I am a post-doctoral student of transportation law and policy. I am a member of the Transportation Lawyers Association, and serve on TLA's legislation, intermodal, arbitration and freight claims committees. I am also a member of the Association for Transportation Law, Logistics & Policy, and a candidate for the American Society of Transportation & Logistics.

2. Background. For additional background, please refer to my paper that I presented to the CTC and handed to Mr. Remen at the CTC's meeting at the PUC in San Francisco, December, 2001.

3. Official Record. Will you please direct your staff to include these remarks as part of CTC's official records.

4. Summary. In response to your call for public comment on the current "funding crisis", I once again give my conclusions reached six years ago during debate on ISTEA reauthorization. *See*, "ISTEA Reauthorization and the National Transportation Policy," 25 ***Transportation Law Journal***, pp. 87-*et seq.* (1997), and "ISTEA Reauthorization and the National Transportation Policy:

Recommendations to CTC Re: Transportation Funding "Crisis" 1

Comment Letter PH-G20 – Continued

Overlooked Externalities and Forgotten Felt Necessities," ***Transportation Lawyer*** (Dec. 1997). A copy of the former is enclosed for your ready review, although I previously submitted it to you in December 2001.

5. Recommendations. The CTC should first frame the fundamental issue facing it, which was identified by Transportation Secretary Mineta while he was serving as Chairman of the Surface Transportation Committee in the House of Representatives: ***"The crucial question in transportation today is: What should government do and what should it leave to others?"***

Governor Davis' call for "structural reform" should focus CTC on Secretary Mineta's "crucial question." The answer that CTC gives to Governor Davis and Secretary Mineta will shape the solution for our transportation "funding crisis," and the future of transportation in California.

These issues are also pending in the 108th Congress as it takes up the subject of reauthorization legislation for Transportation Equity Act for the 21st Century (TEA-21). Please refer to my recommendations to USDOT dated 8-23-02 on this issue (see copy enclosed).

Rather than a band-aid approach to the "funding crisis," I recommend that CTC strive to achieve "structural reform" in the basic approach that we take to the for-hire carriage of passengers. I believe that CTC should have no "sacred cows" immune from this search and rescue mission. Like waking-up with a hangover, California must swear-off its former excesses.

The Emperor Transit First is stark naked. Unremunerative fares yield insolvent carriers, of both passengers and freight. Deficits piled on top of deficits bring predictable results. Farebox recovery rates that fail to cover fully allocated costs produce a result which does not surprise transportation students or history students. Such public-sector transit systems are not "going broke" in California (or elsewhere), they were conceived insolvent, born bankrupt, and kept operating only with massive blood transfusions from the taxpayers. No member of CTC should be surprised at the present "funding crisis" because we have intentionally navigated the State to this destination, one in which California's deficit exceeds that of all other States' combined deficits. We asked for it; we demanded it, even if it meant damning future generations into decades of debt. Bankrupt operations, bankrupt carriers, bankrupt policies, are the result of our myopia. Increasing insolvent transit systems' operations undermine our financial capability to build and repair transportation infrastructure. Their growing demands have reached a predictable breaking point. We must look into the mirror and recognize the problem staring back at us.

There has been occurring a world-wide "privatization revolution" as described by the ***Wall Street Journal,*** special edition 10-2-95, yet we have steered a contrary course of nationalization, statism, and public-ownership. Only a hypocrite would feign surprise at arriving at our present destination of fiscal "crisis."

CTC and California must ask itself this question if it wants to be cured: "Why did Canada, Mexico, Great Britain, Australia, New Zealand, and many other nations denationalize their publicly-owned transportation industries during the past 25 years?"

We must ask ourselves, if we truly want to bring permanent relief to this and future generations of Californians: "If all of the USSR's Five Year Plans were such raving successes, then why did the USSR collapse in revolution?"

Why should we adopt the Marx-Engels-Lenin-Trotsky-Stalin theory of government when our Founders placed its foundations on Adam Smith's theory? Did the USSR win the Cold War, or did we win it? If we defeated the USSR, then why should we adopt their failed economic philosophy?

Answering Governor Davis' "structural reform" challenge, answering Secretary Mineta's "crucial question,"learning the lessons of the history of the past century, CTC and California must recognize the error of our policies, unless we have no intention of solving the "funding crisis." Phony efforts of "reform" will just be wheel-spinning in mud–wasted motion. Genuine "reform" means going back to American free-enterprise in transportation, personal responsibility, not transit welfare. Our galley slaves, i.e., taxpayers, are beyond the breaking point. Our policies have burdened the taxpayers under unsustainable loads. Like overloaded trucks, our axles are breaking. Bankruptcies are at historic highs, both business and individual. Small business failure rates are at 80% on average during the first five years. ***Traffic World***'s report that more than 10,000 trucking companies (with 20 or more trucks) either filed for bankruptcy protection or closed during the last two years illustrates what plight business owners are bearing from our ill-conceived government policies. Did you ever think you'd live to see PG&E, United Airlines, and Consolidated Freightways in bankruptcy? We are killing the goose to steal her eggs, but what will our children eat?

The fallacy in our current transport policy can be shown by comparing fares paid to move a 200 pound box with fares paid to move a 200 pound man. The shipper of the former pays 100% of his carrier's fare; but a passenger on public-sector transit (bus or rail) pays only for the first two pounds, and the taxpayers are expected to pay for 198 pounds (applying generally accepted accounting principles, not the Enron-style accounting method our Legislature authorized for transit agencies' financial reporting).

"Structural reform" of this unsound policy must be approached in the same manner as Great Britain accepted under the administration of Margaret Thatcher–privatization of nationalized industry. Keeping the ***status quo*** will only mire us further in misery. Flatboats, bullet trains, rickshaws, lunar escalators, i.e., any mode of transport, must charge user fees (fares) that are remunerative, unless we want to see it fail in the long run. Refer to my letter to HSRA's former Chairman enclosed.

Comment Letter PH-G20 – Continued

William Jennings Bryan and the Populists were wrong, just as Marx & Engels were, as government nationalization of the railroads proved during World War I.

Neither CTC nor California should be surprised by the "crisis" resulting from this fallacy (or lunacy) in our transport policy. Do we have the will power to reform our policy, or will we take the same route as did the USSR? I pray that God will give you and your fellow Commissioners the wisdom and courage to make a course correction for California now, before it is too late.

Caveat Viator!

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Encl. [Article; Letters]

Recommendations to CTC Re: Transportation Funding "Crisis" 4

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Gilroy, CA 95020
981 Fremont Street, Santa Clara, CA 95050
158 Central Avenue, Salinas, CA 93901
Telephone (408) 848-5506; (408) 984-8555
Telecopier (408) 848-4246
E-mail: TRANSLAW@PACBELL.NET
website: http://home.pacbell.net/translaw

June 14, 1999

TELECOPIER: 916-323-5440
The Honorable Michael Tennenbaum, Chairman
High Speed Rail Authority
925 L Street, Suite 1425
P. O. BOX 942874, MS-74
Sacramento, CA 95814

Re: Transportation Policy & California HSR

Dear Mr. Tennenbaum,

Congratulations on your elevation to the position of Chairman of the HSRA. Please add these remarks to the next "public comment" section of your next meeting in Los Angeles on the 18th.

In response to your new route option over our local Pass east of Gilroy, I have revised ***To the Panoche Station***, and now name it ***To the Pacheco Station***. Apologies are still owed to the author of ***To the Finland Station***, the construction estimate was revised upward to match your latest dream (or nightmare, depending upon whether you receive or pay the subsidies), but everything else stayed unchanged. I did, however, kick the date from 2096 to 2099, to keep the century spacing with today. The goods news for socialist transit planners is still there: "RIDERSHIP" numbers are way up. The bad news for the riders is still there: HSRA's BULLET TRAIN has not shown-up for a long time. (Perhaps it was the planning: infrastructure erected on socialism=the Soviet model for failure.) Have you read Solzhenitsyn's ***The Gulag Archipelago*** (1973), especially their futility running the Russian railroads with Soviet planners at the helm in chapter 2, "The History of our Sewage Disposal System"? What will history say about our generation: We defeated the USSR, and then adopted their economic philosophy? This is my reply to Senator Kopp's remark: "If the private sector won't build it, then the public sector will." You ought to convene your next meeting beside the plaque outside the Visitors' Center on the top of San Luis Reservoir, and require all supporters of the Soviet-style Bullet Train to read it aloud a hundred times, in unison. Then, you ought to ask for a moment of silence to remember all the small businesses that the socialist transit planners kill-off in the next century. ***Caveat Viator!***

Respectfully yours,
JOSEPH P. THOMPSON, ESQ.

Encl.
cc: Editor Hollister ***Free Lance***
cc: HSRA Members via Mehdi Morshed & Dan Leavitt

Comment Letter PH-G20 – Continued

TO THE PACHECO STATION

(with apologies to Edmund O. Wilson)
A Play in One Act
by
Joseph P. Thompson, Esq.

Act I
Scene One - A Spring Day, 2099
Pacheco Pass Bullet Train Station

Dramatis Personae

Boris Zlotoff, a passenger.
Elmer Schiekelgruber, passenger.

Enter a passenger carrying his baggage, and gets into a seemingly endless line of people waiting for the train. In the background, graffiti covers all of the concrete walls of the dark, dilapidated station.

BORIS

Hello Comrade Schiekelgruber.

ELMER

(Putting down his baggage and rubbing his beard.) Hello Comrade Zlotoff. I see you've found yourself a razor, you lucky dog. Where did you find it?

BORIS

(Quietly.) Well, of course I will not admit it, but I always told you, it's "who" you know, not "what." Besides, if I told then my source may dry-up on me.

ELMER

I suppose it is one of your contacts at the Ministry of Truth! Why are you so lucky?

BORIS

Comrade, please! Try to be a little circumspect! Well, if the train doesn't come today, all my contacts at the Ministry are going to evaporate. Dammit, they promised that it would run today!

1

ELMER

How long have you been waiting in line?

BORIS

About two hours now. After waiting all day yesterday I'm a bit desperate to say the least! The Boss is expecting me at the Ministry. I've just got to get there.

ELMER

(Looking out over the audience.) I wonder what the view was like here a hundred years ago--before they built the Bullet Train through the pass?

BORIS

Or better yet, what about two hundred years ago when the miners opened-up the New Idria Mine? They must have been a sturdy bunch to survive out here.

ELMER

Dirty capitalist diggers be damned! But at least they had razors! Say, when do you think it all turned against their kind?

BORIS

What do you mean?

ELMER

Their dirty capitalist system--whenever did it start to changeover to ours?

BORIS

(Looking both ways and over his shoulder.) Well, you know, at the Ministry of Truth I re-wrote a few stories about the initial phases of this damned Bullet Train System, so that its early successes would not contrast with the mess we have today. It may have actually been the crucial turning point from the old system to ours.

ELMER

You mean that this Train was running successfully once?

2

Comment Letter PH-G20 – Continued

BORIS

(Again looking over his shoulder.) Yes, in the early days after it was built, about 2010. Back then it was running daily and right on time with the published schedules!

ELMER

Remarkable!

BORIS

Well, anyway, it was when Comrade Peter Frusetta was the People's representative, or "Assemblyman," as they were then called. Apparently, from what I read, he and other assemblymen accepted the notion as "partnership" with the federal government. It was built with taxpayers' money--more than twice the original estimate of $24 billion. Before the groundbreaking ceremony, they predicted that it would only lose $800 million a year.

ELMER

You mean it was worse than that?

BORIS

Well, like all the earlier efforts, they underestimated costs and overestimated revenues. It actually lost twice as much as that when it was new!

ELMER

No wonder we are stuck here!

BORIS

Comrade! Patience! I have it on very good authority that today we will see the Bullet Train arrive.

ELMER

Sorry. It's just that I'm sick and tired of everything decaying and decrepit.

BORIS

Steady now. How about if I loan you my new razor--just once--so that you can have a shave?

3

That'll make you feel better.

ELMER

Thanks, I'd like that. What was this fellow Frusetta like, anyhow? I assume he was from these parts?

BORIS

Yes, in fact he was a local rancher and cattleman. Ran on the strength of his independence--a big, warm and friendly man, I've read.

ELMER

(Looking furtively around and over his shoulder.) With the demise of the Soviet Union, you would've guessed that Frusetta and his fellows would have been less inclined to opt for nationalized industry?

BORIS

(Looking scared and furtively around them.) Friend! (Whispering.) Do be careful what you say--you may be overheard!

ELMER

Nobody's paying any attention-they're all asleep on their feet!

BORIS

You can never be too careful! The monitors may scan your direction at the wrong moment. Your lips may be read!

ELMER

Okay. Okay. I know. I will. It's just that I'm so damned frustrated. Nothing works. And this damned Bullet Train is the last straw.

BORIS

Patience, Comrade. Here, take this razor and go and have a close shave in the restrooms. There's no hot water, but I'm sure you're tired of that dirty beard.

ELMER

4

Comment Letter PH-G20 – Continued

Thanks. Yes I am. You are a dear friend! Tell me more about Comrade Frusetta's generation.

BORIS

Well, strictly off-the-record, it wasn't too long after the break-up of the Old Soviet Union, about the turn of the last century. Soviet America, or "America," as it was then called, bought into the notion that government ownership of business was a good thing. Even though other countries were denationalizing their industries, they envisioned a "partnership" of state, local and federal governments providing the citizens' basic needs.

ELMER

But I thought you said that Comrade Frusetta was independent minded?

BORIS

Well, apparently he was, but he was sold on the idea and ignored history. They always do.

ELMER

No sign of the Train--I think I'll go have that shave with your new razor--I can't wait any longer.

BORIS

Go ahead. With the post-earthquake slow-orders keeping the Train's speed down to 5-6 MPH, I'll see it long before it pulls into the Station and if I spot it I'll come and get you.

ELMER

Yes. I'll go and shave--cannot remember my last one! But when I come back, tell me more about Peter Frusetta.

BORIS

More? That's it! That's everything that history has on him so far as I can determine. But we do owe him and his fellows a lot--where would we be today without him?

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5

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Gilroy, CA 95020
981 Fremont Street, Santa Clara, CA 95050
158 Central Avenue, Salinas, CA 93901
Telephone (408) 848-5506; (408) 984-8555
Telecopier (408) 292-1061
E-mail: TRANSLAW@PACBELL.NET
website: http://home.pacbell.net/translaw

May 14, 1998

TELECOPIER: 916-323-5440

The Honorable Edward G. Jordan, Chairman
High Speed Rail Authority
980 Ninth Street, Suite 2450
P. O. BOX 942874, MS-74
Sacramento, CA 94274-0001

Re: Transportation Policy & California HSR

Dear Mr. Jordan,

On behalf of "stakeholders" everywhere, I want to thank you and your fellow members for convening the HSRA's most recent meeting in San Jose, which, as you know, is the largest city in North America without an intermodal facility (see my letter to Secretary Slater enclosed). As I said to the HSRC in Fresno after Senator Costa's inspiring remarks, the HSRA takes its place in history amongst an established tradition of well-meaning, similar commissions, whose wisdom and follies Professor Levine so accurately described in ***National Transportation Policy: A Study of Studies*** (1978). Silicon Valley exemplifies the best and the worst in transportation policy dominated by public sector planners, and ought to serve as a clear lesson for you and the other members of the HSRA as you embark upon your historic quest to build HSR in California. As I said to you at the last meeting of the HSRC in San Francisco, there can be no doubting the noble endeavor you pursue when gauged by the President's last words to John Hay as he left for Ford's Theater.

I sincerely hope that my paper that I gave to you and the other members, "ISTEA Reauthorization and the National Transportation Policy," ***Transportation Law Journal***, Vol. 25, No. 1 (1997), and the shorter version, "ISTEA Reauthorization and the National Transportation Policy: Overlooked Externalities and Forgotten Felt Necessities," ***Transportation Lawyer*** (Dec. 1997), will aid you in perceiving the historic position that you occupy. Moreover, I was encouraged by the members receptiveness at my recommendation that, as part of your next educational session in

Comment Letter PH-G20 – Continued

Bakersfield, they study Harvard University Professors Meyer and Gomez-Ibanez Brookings Institution multinational report, ***Going Private: The International Experience with Transport Privatization*** (1993), which I showed to you. A serious examination of the vital issues you face will not omit their timely, revealing work. If you do you must agree with me that the most crucial question for the Authority is the same one that our former Mayor and Congressman from San Jose posed in 1995, shortly before he left office and his chairmanship of the House Subcommittee on Surface Transportation.

I urge the Authority members to consider well Mr. Mineta's stirring words to the students at the International Institute for Surface Transportation Policy Studies (IISTPS) at San Jose State University, quoted in my paper. His conclusion, reached after long tenure on transportation and public works committees in the House, was that the most crucial question in transportation today is: "*What should government do, and what should it leave to others?*" His conclusion is reflected in Harvard Professor John D. Donahue's seminal work, ***The Privatization Decision: Public Ends, Private Means*** (1989), which is also cited in my paper.

Also, in your deliberations I urge you to consider the address given to the IISTPS students last summer here in San Jose by Congressman James Oberstar, who exhorted the students to look to our Pacific Rim neighbors' transportation activities for inspiration in the study of transportation policy for this Nation. I especially urge you to look at the recent history of our nearest Pacific Rim neighbor, and consider the dire consequences for this Nation if you and others like you take us down the same road that the Soviet planners took (see my letter to Congressman Oberstar enclosed).

As I said to you in San Jose, Senator Kopp's remarks at your investiture ceremonies in San Francisco on Nov. 13th, recalling the effort of the Big Four to create the Central Pacific, brought to mind Matthew Josephson's enduring ***Robber Barons*** (1934), wherein he relates the "P.R." campaign by Governor Stanford and his partners, Messrs. Crocker, Hopkins, and Huntington (see my letter to Senator Kopp enclosed). Where is the wisdom in trying to sell a fatally-flawed philosophy to the voters in California when recent history has proven that sustainable solutions must rely on the private sector, not Soviet-style fiascoes. Look at the success of the Internet after it left government ownership. I am enclosing my reply to Senator Kopp, who wrote to me saying that the private sector would not give California a Bullet Train, and I urge you to make it part of your record so that

historians may know that you had a glimpse of a future to which your errors might condemn future generations (see enclosed play, ***To the Panoche Station***, which was written when you were considering routing the HSR over Panoche Pass).

As you know, the genesis of Conrail shows us how politics can subsume transportation policy, just as the gang rape of the National Transportation Policy and the disintegration of the Interstate Commerce Commission do. Maybe there is no other option for a democracy than to endure what Mr. Justice Holmes called "the felt necessities of the time." But you must never forget President Lincoln's immortal words of advice to policy-makers like you and your fellow members: "Only we ourselves can cause our demise as a Nation." When you travel to other countries, peer deeply, and look beyond their Bullet Trains, and see their crushing tax burdens that their nationalized industries impose on their citizens. Ask yourselves if you want future generations of Americans and its incomparable enterprise and ingenuity encumbered by similar socialized notions. Ask yourselves: "If we defeated the USSR, why would we adopt their economic philosophy?" You cannot deny the existence of the world-wide privatization revolution, and the economic justification for the denationalization in transport in Canada, Mexico, Great Britain, Australia, New Zealand, and many other nations. As you consider how to create a sustainable high speed rail system in California, you must consider the historical background upon which we now stand. Rather than sponsoring a P.R. campaign to sell a fatal dose of socialism to the voters in California, I urge you to learn from history, and consider such multinational studies as the one by Professors Ott and Hartley, ***Privatization and Economic Efficiency: A Comparative Analysis of Developed and Developing Countries*** (1991). I believe that California deserves no less from you in your planning this great transportation system.

I look forward to participating in the educational meeting that you hold in Bakersfield on the 20th of this month.

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Encl.
cc: HSRA Members

Comment Letter PH-G20 – Continued

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Gilroy, CA 95020
105 East Alisal St., Salinas, CA 93901
981 Fremont Street, Santa Clara, CA 95050
Post Office Box 154, Gilroy, CA 95021-0154
Telephone (408) 848-5506; (408) 984-8555
Telecopier (408) 292-1061

February 16, 1996

The Honorable Quentin Kopp
CALIFORNIA STATE SENATE
2057 Capitol Building
Sacramento, CA 95814

Re: California Transportation Policy

Dear Senator Kopp,

While the need for high speed passenger trains in California, and the entire Nation, is obvious to any student of transportation, it appears to me that the HSR Commission is completely ignoring the only viable alternative to providing them.

Instead of using the existing railroads, staying with private enterprise, which past generations bequeathed to us, the Commission seems to be hypnotized by socialism. At a time when privatization around the world is correcting the mistakes of publicly-owned transportation, e.g., Australia, Canada, New Zealand, England, Western Europe, etc., the Commission seems to be falling under the fatal attraction of a ruinous fiscal belief that cost does not matter.

Do we have the ability to learn from our history? Will we ignore it and be condemned to follow the course of the Soviet Union? IISTPS Executive Director Ron Diridon, addressing the students at SJS, said that transportation decisions hinge on three things, "Finance, finance, finance." Rather, I believe it hinges on policy, because the latter predetermines the former.

The legislative findings in SCR 6 are undoubtedly true, but the solution currently being proposed by the Commission is a nightmare, which, if brought into existence, will certainly plunge us down the path followed by the Soviet Union.

Why not consider changing policy to attain the same goal? Why seek to ruin California's economy in a search for "finance," when by adherence to the nation's transportation policy, and its rail transportation policy, we could have bullet trains without spending tax dollars? If this country had adhered to these national policies since the end of WWII, would we have seen thousands of miles of

track abandoned? Would we have invested untold billions in the creation of the interstate highway system? Would we be addicted to automobiles today? Are we in denial about our addiction, which blinds us to our violation of our own national transportation policies?

If the law said: (1) freeze truck lengths, (2) prohibit triples, (3) return weight limits to something that would not break concrete freeways, (4) reverse the intercity freight trend since WWII, then how much less money would we need for such things as: (1) highway maintenance, (2) fuel, (3) injury, death, property damage expenses? If policy were made by wiser men than we seem to have had in charge since the end of WWII, would we have (1) cleaner air, (2) less highway congestion, (3) lower health care costs?

If the government is in control, why not set transportation policy and tell each mode what it was going to do based on decisions favorable to the people? If we can move freight profitably, but not passengers, then why not mix the two in one revenue stream to attain satisfactory corporate profit levels? Divorcing rail passenger from rail freight in 1970 was a big policy mistake, and some in Congress seem to have recognized that now by enacting legislation requiring Amtrak to break-even in seven years. Of course, without the freight revenues it can never do so in the face of highway and airline competition, and the vast federal subsidies given to those modes.

The solution lies in equal treatment by government of the different modes, and in freight revenue subsidizing the unprofitable passenger fares, just as earlier generations, who faced these same decisions, learned. While it might come as a shock to the Commission's staff and members, we have railroads. The trouble is that we ignore them and have favored their competitors with billions of dollars of subsidies. Our policy makers apparently prefer our citizens to use four times as much fuel to move our freight, and to sit on congested freeways, rather than establish transportation policy which capitalizes on the inherent advantages of the railroads. Amazingly, the stated policy is already in the statutes, but in practice we do not follow it! Why?

The Commission's current study suffers from myopic concentration on a fantasy, rather than realistic appreciation for the wisdom of earlier generations. Why are the Commissioners not investigating the obvious solution of using our railroads to accomplish this goal? French and Japanese transit systems, like

Comment Letter PH-G20 – Continued

those in this Country, operate at a huge loss, requiring taxpayer subsidies of ever more scarce tax dollars.

Instead of trying to imagine millions and billions of dollars, this needs to be put in terms that are understandable, and revealed to the voters for what it is. For example, when Amtrak was formed in 1970 it was cheaper to send a passenger from LA to NY by taxi, and pay the cabby a $100 tip, than to send him by Amtrak. When METRO was built in Washington, D.C., it was cheaper for each rider to be furnished with a Mercedez than to ride public transit. For BART, the riders could have two BMW's and the taxpayers were better off.

Of course, these solutions are just as stupid as the ones our decision makers and planners gave us. The arrogance of today is to forget the wisdom of the past. Who gained by selling those cars, building those interstate highways?

Harvey Levine's seminal work, National Transportation Policy: A Study of Studies, ought to be required reading for both the Commissioners and the staff, not to mention our decision makers.

When we needed a transcontinental railroad, did we opt for government-owned railroads? Whenever WWI's demands caused nationalization of the railroads, did we keep them that way? Does government owned business work in the long run? Do we want to go the same way as the Soviet Union?

No!

When I testified 2/2/96 before the Commission in Fresno, I showed them the Harvard doctoral dissertation by John D. Donahue, The Privatization Decision (1989), and reminded them of the Wall Street Journal special edition on privatization that was published in October. I said that if they were a board of directors of a corporation then they would have been terminated. They did not effectively cross-examine the experts brought before them by their own staff. They did not realize that the "profits" displayed by the French Officials were for a trunk line route, and that the truth is that system-wide the French experience is no better than that of the best American public transit system. They are considering borrowing billions to create a line that will require $800 million annually just to service the debt (bonds) it creates! There can be no doubt that Big Brother's slogan pales in comparison with this proposal: "WAR IS PEACE, FREEDOM IS SLAVERY, IGNORANCE IS STRENGTH."

As I said to Mr. Mineta, we are, I believe, about half nationalized and half free-enterprise in transportation. Can this situation last? It is not unlike an earlier period in our history:

"If we could first know where we are, and whither we are tending, we could better judge what to do, and how to do it. We are now far into the fifth year since a policy was initiated with the avowed object and confident promise of putting an end to slavery agitation. Under the operation of that policy, that agitation has not only not ceased, but has constantly augmented. In my opinion, it will not cease until a crisis shall have been reached and passed.

A house divided against itself cannot stand."

At this point, too, we are at a crucial stage of evolution in the nation's history: We are a house divided.

The Lincoln administration decided that our railroads would be privately owned, with construction financed by government-backed securities. Today we appear to have rejected the policy of free-enterprise ownership because we continually create "authorities" and "agencies" to own and operate our rail passenger mode. The same is true with bus transportation. Now I hear that Amtrak will be moving freight. We have abandoned not only thousands of miles of rail, but as a nation we have also abandoned the policy of private ownership of transportation. Our elected officials boast about what they have done, but not one of them will tell you how much it costs per passenger (or per passenger-mile) to transport people by bus or rail. Deregulation during the past 15 years has rendered the private transportation sector a virtual graveyard. So where are we, and where are we going? How can we have nationalized industry and reduce the budget deficit?

To paraphrase Mr. Lincoln, if we could first know where we are, and "whither we are tending," we could better judge what to do, and how to do it. Our national transportation policy was initiated with the "avowed object" and confident promise of creating a sound national transportation system. Under the operation of that policy,

Comment Letter PH-G20 – Continued

one national goal is to make the county competitive on the global arena. In my opinion, it will not happen until a crisis shall have been reached and passed.

Today we are at a point where we are half slave to public ownership of transportation, and half free-enterprise. The trend, however, runs counter to private ownership. Reversing the trend becomes increasingly difficult as we commit vast resources of our society to nationalized modes.

Again to paraphrase, I believe that the nation's transporta-tion system "cannot endure permanently half slave and half free." I do not expect the nation will be dissolved; I do not expect the house to fall; but I do expect it will cease to be divided. It will become all one thing, or all the other. Either the opponents of nationalization will arrest the further spread of it, and place it where the public mind shall rest in the belief that it is in the course of ultimate extinction, or its advocates will push it forward till it shall become alike in all modes of transportation.

We will then have arrived at the stage of development, and an experience similar to that of the demise of the Soviet Union must ultimately follow because government-owned industry does not work in the long-run. Great Britain and other western European countries, Canada, Australia and New Zealand are all privatizing previously nationalized industries because they have realized the truth in this. Nevertheless, our elected representatives push for more government-owned transportation modes each passing year.

Today we could send six passengers by limousine from Gilroy to San Jose cheaper than it costs us to send them on Caltrain. Yet if private industry moved those passengers and a fair share of the available freight tonnage, the burden on the taxpayers would lessen, road congestion, health care costs, and air pollution would decline. Local government would enjoy another source of tax revenue.

Since WWII, creation of the interstate highway system has diverted a greater percentage of intercity freight traffic away from the rails each passing year. Separating freight from passengers on the railroads was a decision rejecting earlier generations' investments, and plunging us along a course toward Soviet-style industry, and we know how well that system worked. I

keep asking our elected officials: If government ownership of industry failed in the Soviet Union, then why are we trying it? promoting it? How can America compete in "global markets" if it is saddled with deadweight nationalized transportation modes?

The Emperor has no clothes! We cannot afford to borrow billions to build a rail passenger line that loses millions each year. This is especially true when we have an existing alternative that will not cost the taxpayers any money at all. All it takes is someone strong enough to enforce the nation's transportation policies that are already on the books. We need not reinvent government to accomplish this goal, but rather, merely keep this a government of, by, and for the people.

Thank you for giving me an opportunity to make this comment. My formal response to the Commission will follow as soon as I complete it.

Respectfully yours,

JOSEPH P. THOMPSON

Encl.
cc: Hon. Henry Mello
cc: Hon. Dean R. Dunphy
cc: Hon. Peter Frusetta
cc: Commissioners
cc: Executive Director Daniel S. Leavitt
cc: Rod Diridon, HSTPS

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Comment Letter PH-G20 – Continued

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Gilroy, CA 95020
158 Central Avenue, Salinas, CA 93901
981 Fremont Street, Santa Clara, CA 95050
Post Office Box 154, Gilroy, CA 95021-0154
Telephone (408) 848-5506; (408) 984-8555
Telecopier (408) 292-1061
E-mail: translaw@pacbell.net
WWW: http://home.pacbell.net/translaw

December 15, 1997

The Honorable Quentin Kopp
CALIFORNIA STATE SENATE
2057 Capitol Building
Sacramento, CA 95814

Re: California Transportation Policy

Dear Senator Kopp,

As a small token of my appreciation for your inspiration and thought-provoking ideas, and in recognition of your independence, which I deeply admire, I am pleased to enclose a copy of my recent paper, which will appear in the next issue of ***Transportation Lawyer***. It is a shortened version of my paper that will be published in the Fall 1997 edition of the ***Transportation Law Journal*** from the University of Denver's School of Law.

I personally want to thank you for infusing me with new inspiration to pursue post-doctoral study of transportation policy, and I send you and all the members of your staff my best wishes for a Happy Holiday Season.

Your remarks about Governor Stanford (and the Big Four), as reported in the press, at the installation of HSRA members, brought back Matthew Josephson's ***Robber Barons*** to my mind. At least they were following a capitalist, if, nevertheless, corrupt, course. If you have not already done so, I recommend that you read Mr. Mineta's article that appeared in ***Transportation Research News*** (Sept.-Oct. 1997), "Federal Funding and Other National Issues." I pray for your guidance in the difficult task of formulating sound transportation policy for California. On behalf of transportation students everywhere, I send you my deepest appreciation for your leadership and dedication. ***Caveat Viator!***

Respectfully yours,

JOSEPH P. THOMPSON, ESQ.

Encl.
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ISTEA Reauthorization and the National Transportation Policy

A paper presented to the 68th Annual Meeting of the
Association for Transportation Law, Logistics & Policy
Santa Fe, New Mexico
June 25, 1997

by

Joseph P. Thompson, Esq.

Member:
Association for Transportation Law, Logistics & Policy
Transportation Lawyers Association

Candidate:
American Society of Transportation & Logistics

In memory of the late
Dr. Martin T. Farris, Certified Emeritus Member, AST&L
Professor of Transportation, Arizona State University

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Comment Letter PH-G20 – Continued

ISTEA Reauthorization and the National Transportation Policy

Near the end of a long and distinguished career of public service, shortly before his retirement from Congress, the Honorable Norman Y. Mineta, then Chairman of the Surface Transportation Subcommittee, said at the 1995 Annual Dinner of the International Institute for Surface Transportation Policy Studies at San Jose State University, "The crucial question in transportation today is: What should government do? And what should it leave to others?" Mr. Mineta thus framed the paramount transportation policy issue facing us as we begin a new century. The answer we give to Mr. Mineta's "**Crucial Question**" will undoubtedly affect the course that the Nation pursues well into the future. Soon, reauthorization of the Intermodal Surface Transportation Efficiency Act of 1991, Pub.L. 102-240 ("ISTEA"), either by enactment of the Administration's bill, the National Economic Crossroads Transportation Efficiency Act of 1997 ("NEXTEA"), or one of the other proposals now before the Congress, will reveal how we embark upon the new century answering the Crucial Question. This paper will explore how the answer we give to the Crucial Question with ISTEA reauthorization legislation comports with the national transportation policy.

The Past as Prologue

Mr. Justice Holmes' conclusion toward the end of the last century in *The Common Law* that, "The life of the law has not been logic; it has been experience," has new meaning in the field of transportation law and policy. What Mr. Justice Holmes called the "felt necessities of the time" may be seen in each generation's framing and answering of what they perceive to be the crucial questions of their time. Does Abraham Lincoln's analogy of "A House Divided" have renewed application today when we find ourselves half slave to publicly owned transportation and half free enterprise? Will this generation's answer to the Crucial Question propel us toward the former or return us to the latter? Indeed finding ourselves at a "crossroads," will we opt for traditional capitalism, or something else?

The National Transportation Policy

It is said that physicists are searching for the Grand Unified Theory (GUT) to explain all the laws of the universe. I believe that we in transportation ought to be seeking the Grand Unified Transportation Theory (GUTT) to heal the artificial division that exists in American transportation policy today and to return us to our free enterprise roots. Saying that we have a National Transportation Policy (NTP) is like saying we have a Rule Against Hearsay. In Title 49 there are currently five transportation policies: Rail Transportation Policy, §10101; National Transportation Policy, §13101; Air Commerce and Safety Policy, §40101; National Mass Transportation Policy, §5301; and National Intermodal Transportation System Policy, §5501. Additionally, the U.S. Dept. of Transportation (USDOT) published its National Freight Transportation Policy in the *Federal Register* on Jan. 6, 1997.[1]

History of the National Transportation Policy

Professor Farris traced our NTP to the Treaty of Paris in 1763 and the passage of the Northwest Ordinance in 1787.[2] Free enterprise capitalism was the key to our transportation industry growth, with Adam Smith's "Invisible Hand" receiving occasional support from the taxpayers for turnpikes, canals and railroads. When the excesses of human nature grew unacceptable, during the age of the Robber Barons, regulation by government was the response of generations to those "felt necessities of the time." Private ownership of industry, however, was retained, except for those natural monopolies like water, sewer and power. Uniquely, America rejected the notion that the government would own our transportation

[1]49 U.S.C. §§5301 (mass transit), 5501 (intermodal), 10101 (rail), 13101 (truck), and 40101 (air). The "findings and purposes" for promoting commercial space transportation read like policy-making. 49 U.S.C. §70101(a),(b).

[2]Martin T. Farris & Paul T. McElhiney, eds., *Modern Transportation Selected Readings* (Houghton Mifflin Co., 2d ed.; 1973), "National Transportation Policy: Fact or Fiction?" p. 425 (hereafter FARRIS).

industries.[3] Although the railroads were nationalized during WWI, even one of our most gifted orators, William Jennings Bryan, could not convince the American people that the "Plumb Plan" of joint federal-state ownership was preferable to privatization.[4] Despite its many faults, the American people chose capitalism rather than switching to statism or socialism. The Transportation Act of 1940 was the first express transportation policy by Congress. However, almost each session of Congress since has added to or altered transportation policy, yielding a result that one should expect when political decision-making seeks solutions pleasing every transportation need of a diverse, growing population. Consequently, the NTP is taught to transportation students as "somewhat vague" and containing "numerous conflicting provisions."[5] As Professors Coyle, Bardi and Novack conclude in their transportation textbook:

> The federal government's policy toward transportation is a composite of these federal laws, rules, funding programs, and regulatory agencies; however, there is no unified federal transportation policy statement or goal that guides the federal government's actions.
>
> In addition to the Congress and the president, there are more than 60 federal agencies and 30 congressional committees involved in setting transportation policy. There are two independent regulatory agencies that interpret transport law, establish operating rules, and set policy. Lastly, the Justice Department interprets statutes involving transportation and reconciles differences between the carriers and the public. Each of these groups has made decisions that have affected the development of transportation.[6]

Whether in war or peace, the NTP reflected rising concern with transportation problems in the United States and in other developed nations.[7]

[3] See, generally, Harvey A. Levine, *National Transportation Policy: A Study of Studies* (Lexington: Lexington Books, 1978), especially, Ch. 1 "National Transportation Policy;" and Ch. 4 "Policy Overview," and "Nature of Transportation Subsidies," and Ch. 5, "Research/Policy Connection;" Philip D. Locklin, *Economics of Transportation* (5th ed., Homewood: Richard D. Irwin, Inc., 1960), Ch. 2 "The Transportation System of the United States;" Dudley F. Pegrum, *Transportation Economics and Public Policy* (Homewood: Richard D. Irwin, Inc., 1963), Ch. 3 "Development of Transportation in the United States;" and Ch. 16 "Transportation as a National Problem;" and Ch. 20 "Regulation and Administration in Transport Policy;" Roy J. Sampson and Martin T. Farris *Domestic Transportation: Practice, Theory and Policy* (3d ed., Boston: Houghton Mifflin, 1975); George W. Wilson *Economic Analysis of Intercity Freight Transportation* (Bloomington: Indiana U. Press, 1980); Donald F. Wood and James C. Johnson, *Contemporary Transportation* (Tulsa: PPC Books, 1980), Ch. 1 "Transportation and the Economy;" Ch. 2 "Government as a Provider of Transportation Services and Facilities;"

[4]Robert W. Cherny, *A Righteous Cause, The Life of William Jennings Bryan* (Norman, Ok: University of Oklahoma Press, 1994), p. 159.

[5]John J. Coyle, et al., *Transportation* (West Pub.Co., St. Paul: 4th ed. 1994), Ch.4, "Transportation Policy," p. 104, 108 (hereafter COYLE).

[6]COYLE, p. 104.

[7]David Banister and Peter Hall, *Transport and Public Policy Planning* (London: Mansell Pub., Ltd., 1981); Joseph Berechman *Public Transit Economics and Deregulation Policy* (Amsterdam: Elsevier Science Pub., B.V., 1993); K.J. Button and D. Gillingwater, *Future Transport Policy* (London: Croom Helm, Ltd., 1986); Paul W. Devore *Introduction to Transportation* (Worcester: Davis Pub. 1983); George M. Guess, ed., *Public Policy and Transit System Management* (NY: Greenwood Press, 1990) (hereafter GUESS); David W. Jones, Jr., *Urban Transit Policy: An Economic and Political History* (Englewood Cliffs, NJ: Prentice-Hall, 1985) (hereafter JONES); John B. Lansing *Transportation and Economic*

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Evolving Transportation Policy

Of the many commentators, Professor James C. Nelson has given us enlightening perspective on the NTP's evolution.[8] Writing during the Kennedy administration, Professor Nelson said "recent studies of regulatory agencies and public policy in transportation attest eloquently to the continuing public interest in the long-standing issue of the appropriate role for government in the transportation sector of the economy." At that point in time he saw "little legislative action," but that was quickly changed as Congress tackled mass transit problems. However, Professor Nelson did raise the "Crucial Question" by saying, "[t]he question of the proper role of the government in the allocation of traffic and resources in transport" was worthy of "a general review and evaluation." He saw two roles for government in transportation, promotion and regulation.

> In the United States, government shares with private enterprise the risks and costs of providing transport in a mixed system of public and private enterprise. Government usually participates by furnishing the basic ways (and some terminals) while private enterprise conducts carrier operations over public facilities. Mixed enterprise is characteristic of air, highway and water transport but not of pipeline and railway transport. As most countries operate railway under public enterprise, this country's mix of private and public enterprise is unique.

The Crucial Question presented itself time and again in the post-war era, and so many studies were made that studies of the studies appeared.[9] Every aspect of transportation has been examined and re-examined. Reflecting its importance to the economy and society, commissions and committees have devoted forests of paper and vast resources to this endeavor. Regardless of the report or study, they all recognize the role of federal tax dollars on our transportation systems.[10]

Transportation Subsidies and Policy

Call it aid, grants, assistance, tax breaks, or subsidies, there is little difference from a policy perspective. However, since "subsidy" has become a dirty word, we seldom see it used. Instead, "private- public partnership" has emerged as a popular buzzword to make. How do transportation subsidies distort our transportation systems? First, however, can we agree on a definition of "subsidy"? It has been authoritatively said about subsidies:[11]

> One remarkable attribute of Government subsidies is the capacity of the very words themselves to conjure up marvelously diverse images in different minds. To most economists the subsidy is a useful fiscal instrument whose major purpose is to improve the private sector's allocation of resources among their alternative uses. To many laymen, on the other hand, subsidies are an elusive and worrisome phenomenon, frequently hidden from the general view and often suspected of being used more for private gain than for the public good. These widely divergent viewpoints appear to come mainly from differing perceptions of the efficiency with which private markets function. To the laissez-faire enthusiast there is little or no legitimate role for subsidies since, as he sees the world, free markets do the best job of organizing production to satisfy present and future consumer demands. Others, worried about the lack of strong competitive pressures for efficiency in concentrated markets and perceiving pervasive externalities, both beneficial and harmful, which are not taken into account by private business, actively support extensive Government intervention, through subsidies and other means, in the operation of private markets.

And, another highly respected economist said in the same study:[12]

> Congress is not always adequately equipped to evaluate expenditure programs; the device of holding hearings is far from being a complete substitute for objective evaluation. **All too often hearings are dominated by the special interests who expect to benefit from them rather than by those who have to pay for them**; thus representatives of nonfarm sectors are rarely heard by the congressional committees on agriculture. . . . Another reason why special benefit programs need particular attention is the inertia in our political system, which tends to preserve such programs long after their initial justification (if indeed there was one) has disappeared. These **programs tend to create vested interests, whose anguished cries of ruin at the slightest suggestion of reform are usually loud enough to drown out the voice of reason**. Even if a program is widely conceded to be unsatisfactory, Congress is likely to let sleeping dogs lie by extending it unchanged rather than reforming it; the recent extension of the Sugar Act is one example. The laxity of our rules concerning political contributions may well aggravate the problem of inertia. [emphasis added]

The Taxpayers' Ideal Subsidy

These definitions of "subsidy" are as sound today as they were when those economists testified to the Joint Economic Committee of the Congress. Inducing private sector behavior with transportation subsidies has long been a feature of American politics and government. For the individual a particular subsidy may be "good" or "bad," depending on whether he pays for it or receives it. But for the Nation, a particular subsidy may diminish an "inherent advantage" of one mode of transportation to the advantage of a competing mode. We need to ask: Who actually benefits from the subsidy? The Grandfather of all transportation subsidies may have been the land grants to the railroads. In this case it was we taxpayers who enjoyed profits. Professor Nelson described the fiscal ramifications of the land grants to the railroads, and other subsidies, in exchange for reduced freight rates (under former Section 22 of the Interstate Commerce Act) for government freight and military passengers. By June 30, 1943, the rail rate breaks for the taxpayers were estimated to be $580 million, "a sum several times the value of the granted land at the

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Policy (New York: Free Press, 1966); Aurelio Menendez *Estimating Capital and Operating Costs in Urban Transportation Planning* (Westport, Ct.: Praeger, 1993); A.W.J. Thompson & L.C. Hunter, *The Nationalized Transport Industries* (Heinemann Educational Books, London, 1973).

[8]James C. Nelson, "Government's Role Toward Transportation," *Transportation Journal* (Summer 1962), reprinted in Martin T. Farris & Paul T. McElhiney, eds., *Modern Transportation Selected Readings* (Houghton Mifflin Co., Boston: 2d ed. 1973), p. 416-424 (hereafter NELSON).

[9]Harvey A. Levine, *National Transportation Policy: A Study of Studies* (Lexington: Lexington Books, 1978), Ch. 2 "Chronology of Research Studies" (hereafter LEVINE).

[10]GUESS, pp. 1-2. Professor Guess concludes that "federal aid remains the dominant force in shaping activities by state and local transit agencies" but "the incentives provided are often irrational from the perspectives of efficiency and effectiveness." *Id.* See, also, David W. Jones, Jr., *Urban Transit Policy: An Economic and Political History* (Englewood Cliffs, NJ: Prentice-Hall, 1985). Professor Jones concludes that federal subsidies have "not stabilized the industry and that compound changes in transit's basic way of doing business are necessary if mass transit is to play a significant role in the future of urban transportation. . . . Subsidy for transit is necessary and appropriate, but endlessly increasing subsidy is both inappropriate and unrealistic. It is time, in short, to consider the reorganization alternative-- as difficult and painful as it may be."

[11]U.S. Congress, Joint Economic Committee, *The Economics of Federal Subsidy Programs* (Wash., D.C.: USGPO, 1972), p. 1, George F. Break (Prof.Econ., U.C.-Berkeley), "Subsidies as an Instrument for Achieving Public Economy Goals."

[12]*Id.,* Hendrick S. Houthakker (Prof. Economics, Harvard), "The Control of Special Benefit Programs," p. 8.

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time land grants were awarded and in excess of the sums derived by the railroads from the grants."[13] Thus, this precedent-setting transportation subsidy proved that the taxpayers could actually profit from a Congressional deal to promote transportation, *viz*., infrastructure improvements. In other words, with private sector profit motives allowed to control, the promoters and the taxpayers (investors) both made huge profits. Have we learned from our history? Did subsequent Congressmen make equally advantageous agreements for later generations of taxpayers?

Subsidies Distort Transportation Industry Results

Before the railroad land grant subsidies, canals had been constructed by state agencies and operated with tolls recovering capital and operating costs. But just as highway subsidies would later affect the railroads' profitability, since about 1880, by which time the railroads had largely superseded the canals, the federal and state governments have provided improved waterways entirely free of user charges except on the St. Lawrence Seaway. Like a house of cards, tinkering with one card inevitably affects the whole transportation structure.

Even earlier, private turnpikes furnished main highways on a commercial basis; but, since 1850, highways have been provided by state and local governments, with ever-increasing federal aid (since 1916) for construction of limited federal-aid systems and with user fee support in the modern period.[14] Finally, the federal government early undertook to provide the civil airways and facilities, with the synergistic benefits accruing to the airlines. As he concluded, "Over the years, tremendous sums have been spent by government in making way and terminal facilities available for use by private carriers; in giving direct subsidies to certain classes of carriers; and in engaging in expensive scientific research, and development for national security, making as a by-product much valuable technology available to the air carriers without charge to them."[15]

> The national purposes for giving financial assistance to transport development are relevant to evaluation. Clearly, railroad grants had the unique national objective of stimulating initial settlement of undeveloped lands in the West by rapid development of a new transport technique, greatly reducing long-distance costs and increasing service speeds. Air transport aids sought improved postal communication, rapid introduction of a new technology, adequate equipment, aircraft manufacturing facilities and skilled personnel for national defense. Federal highway aid had improvement of rural postal services and stimulation of interstate commerce as its principal purposes; in addition, an underlying national defense interest has existed in a highly developed system of interstate highways adequate for the needs of commerce and the military. State highway investment largely has been in response to the way-service demands of a rapidly multiplying ownership of motor vehicles. The principal objectives for inland waterway improvement, including the no-toll policy, have been to give landlocked areas lower freight rates and to furnish additional competition for the railroads. The overall historical record indicates that perhaps the strongest motive for federal transport subsidies has been to bring about, more rapidly than otherwise would occur, the economic and social benefits of improvements in transport service and of lowered transport costs when entirely new transport technology became available. This was true of federal aids for highway and air transport development. That motive also stimulated the land grants to railroads, but with the significant difference that a century ago far greater emphasis was necessarily placed on land settlement and resource development in pioneering areas. The introduction of modern

[13]NELSON, p. 423, fn. 3.

[14]Federal transportation outlays for all modes increased from $23.961 billion in 1980 to $39.064 billion in 1994, measured in current dollars. Bureau of Transportation Statistics, *National Transportation Statistics 1997* (Wash., D.C.: USDOT/BTS Dec. 1996), p. 98.

[15]NELSON, p. 418.

> air, highway and waterway transport came long after the railroads had already opened up most of the remote and under-developed regions of this country. The grant of subsidies to those modes was intended to exploit their technologies at a faster rate than market demand could accomplish so that the economy might earlier have the new types of services and competitive transport.[16]

Professor Nelson also concluded that as a broad generalization, the American system of mixed enterprise in transport has worked tolerably well. He said that it has produced a fully-developed, large-scale, multiservice and essentially competitive transport system that is the envy of most countries. Of course, when he wrote the United States was not the world's largest debtor nation!

In general, he stated, the promotional policies accomplished their purposes and the government has made a truly important contribution to the American transport system. But as government promotion also has created excess facilities and inefficient transport, this by no means implies that the best and most efficient system has resulted. Nor does it mean that past policies necessarily should be continued indefinitely.[17]

But, looking objectively at the justification for continuing subsidies to domestic transport, it seems clear that most historical reasons for subsidies have disappeared long ago. There is, he said, no present need for land grants to stimulate initial development of railways. Also, motor transport is now a mature and thriving industry, operating over highways with high-type surfaces throughout the land. Although expanding traffic and urban congestion obviously require highway expansion, plainly there is no longer any need for public subsidies to introduce the advantages of motor transport to the American economy! He believed that most needed highway development would come as rapidly as can be economically justified in response to effective demand on the basis of appropriate user fees and tolls. The quick additions of modern highways in congested areas by state-owned toll road authorities suggest that the required facilities would come sooner on a full commercial basis than under existing so-called free-road policies.

Air transport, he said, should no longer be regarded as an infant industry in need of developmental subsidies, except for non-economic subsidization of local and metropolitan airlines to give rural and urban communities more advantages of the air age. The rapid introduction of airline technology did not cease, nor even slacken, with cessation of air-mail subsidies to the trunk lines. He predicted that placing user fees on the civil airways over a period of time would not seriously impede beneficial innovations.

The traffic growth experienced by barge lines on well-located waterways suggests that free channel and lock services are no longer essential to intensive use of inland waterways. Since the traffic on marginal waterways does not rise to efficient levels without user fees, serious questions can be asked concerning the economic justification of continued investment in such waterways.[18]

Professor Nelson believed that the beneficial general results of this country's policy of stimulating economic development through encouraging adequate, efficient and competitive transport with subsidies have long ago been achieved. Today, he said, the problem of transport policy is radically different than during the 1830-1930 period. He also said, "Insufficient attention has been given to this fact in formulating transport policies in recent years."

The transport problem today, and in the foreseeable future, is to promote the right economic development of each of the five contending agencies, including coordinated services by two or more modes. The primary aim of policy can no longer be to foster initial economic development of the western regions, nor even to hasten the introduction of new transport industries by means of subsidies. This is not

[16]NELSON, p. 418.

[17]NELSON, p. 418.

[18]*Id.*

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to say that transport modes now not visualized will never be invented. Rather, present-day policymakers face well-defined and critical questions growing out of the existing relations among carriers, the current promotional and regulatory policies, and the competitive structure of transport. Thus, it would seem wholly unreasonable to leave the question of what subsidies may be desirable for promoting rapid development of a new transport mode until someone invents it and operations appear to be practicable.[19]

The Past Government Role: Regulation

The remaining general problem of government relations to transport is how best to promote adequate and efficient transport by self-sustaining modes, all paying appropriately adjusted user fees or providing their own way.[20] The concept of "self-sustaining modes" of transportation has, however, come to mean two completely different things, depending on whether the carrier is in the public or private sector. In the corporate form a carrier can seek out a variety of sources of income in the marketplace, whereas the public sector carrier lacks the freedom to engage in commercial activities. So, since farebox revenues are usually a small portion of total costs of operation (and a smaller portion of overall expenses), taxpayers subsidies are thought to be the only way to keep the operation moving. However, as recent calls for freight revenue for Amtrack reveal, if the public sector carriers were returned to the private sector, and enough other revenue attracted, e.g., freight revenues, then the need for taxpayers subsidies would diminish or cease altogether.

It is when we answer the Crucial Question by saying that transportation must solve social problems (e.g., Welfare to Work; Spare the Air; Rebuilding America) that we justify continued taxpayer subsidies.[21]

Professor Nelson asked: "How, then, can the role of government in transport be adjusted to serve a more economic purpose?" And he answered the Crucial Question in this way:

> Is it assumed that government's role is ideal when it encourages provision of essential transport at the least total costs, including social costs.
>
> Over the long run, the role of government can become more economic only to the extent that promotional and regulatory policies are designed to be fully consistent with achieving maximum overall economy in transport and high standards of efficiency in each of the several modes. The national transport problem of today is not to stimulate an initial supply of efficient techniques of transport nor to encourage development of vast underdeveloped land resources, but rather it consists of facilitating the right economic development of each mode of transport, including the essential public way and terminal facilities. Consequently, in the promotional sphere government should not continue subsidy after its economically valid purposes have been accomplished. And so much of the nation's capital is involved in public transport investments that they should be limited by fully economic investment criteria and by universal user fees, properly adjusted to the conditions of utilization and to require all transport alternatives and resource costs involved to be considered in expanding public transport facilities.[22]

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[19]*NELSON*, p. 419.

[20]*Id.* For an overall, in depth discussion of the implications of deregulation of the transportation industry, see, Paul S. Dempsey, *The Social and Economic Consequences of Deregulation: The Transportation Industry in Transition* (New York: Quorum Books, 1989).

[21] According to an excellent study by Professor Don H. Pickrell, Harvard University, and Transportation Systems Center, U.S. Department of Transportation, Cambridge, Mass., transit subsidies are rapidly increasing to cover growing transit systems' operating losses all across the Nation. Don H. Pickrell, "Rising Deficits and the Uses of Transit Subsidies in the United States," *Journal of Transport Economics and Policy* (Sept., 1985), pp. 281-298.

[22]*NELSON*, p. 422.

After WWII a series of detailed government reports analyzed how we failed in practice to attain the goals of the NTP.[23] Professor Farris identified two types of NTP: "informal institutional policy" and "formal statutory policy."[24] In a detailed analysis which is equally valid today, he concluded that the NTP is incomplete and inconsistent and contains indefinable terms.[25] He concluded:

> Undoubtedly the national transportation policy is a *fiction.* As stated in the declaration, it has many shortcomings. It is incomplete, inconsistent, and indefinable. From the point of view of containing generally acceptable ideas, the declaration of national transportation policy is a *fact.* It does contain acceptable goals and it does establish ideals to be sought. Although one may be critical of the goals and ideals, it is a fact that they are indeed present in the declaration. In a word, national transportation policy is both a fact *and* a fiction.[26]

Written when the USDOT was new, Professor Farris accurately predicted that "the executive branch will assume a larger and more forceful role than in the past."[27] Since then, the Crucial Question has been answered time and again by increasing the federal government's role in transportation.[28] For example, the President's Executive Order No. 12893, Jan 26, 1994,[29] requires the agencies to "seek private sector

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[23]The "Sawyer Report" of the U.S. Dept. of Commerce, *Issues Involved in a Unified and Coordinated Federal Program for Transportation* (Wash., D.C.: USGPO 1949); the "Weeks Report" (sometimes called the Cabinet Committee Report), Presidential Advisory Committee on Transportation Policy and Organization, *A Report to the President on Revision of Federal Transportation Policy* (Wash, D.C.: USGPO 1955); the "Mueller Report," U.S. Dept. of Commerce, *Federal Transportation Policy and Program* (March 1960); and the "Doyle Report," prepared for the U.S. Senate, Committee on Interstate and Foreign Commerce, 87th Cong., 1st Sess., by the Special Study Group on Transportation Policies in the United States, *National Transportation Policy* (Wash, D.C.: USGPO 1961).

[24]FARRIS, p. 425.

[25]*Id.*, p. 427-431.

[26]*Id.*, p. 432.

[27]*Id.*, p. 425.

[28]Federal preemption by Congressional action (e.g., Airline Deregulation Act of 1978, Pub.L. No. 91-504, 92 Stat. 1705, Trucking Industry Regulatory Reform Act of 1994, Pub.L. No. 103-311, 108 Stat. 1683, Federal Aviation Administration Authorization Act of 1994, Pub.L. No. 103-305, 108 Stat. 1604, and the Interstate Commerce Commission Termination Act of 1995, Pub.L. No. 104-88, 109 Stat. 803), and Supreme Court construction of the Commerce Clause, the Supremacy Clause, and the Tenth Amendment, have exploded the myth of "private-public partnerships" and "state-federal partnerships" in transportation today. 49 *U.S.C.* §§14501, 41713; *Morales v. Trans World Airlines*, 504 U.S. 374 (1992), *American Airlines v. Wolens*, 513 U.S. 219 (1995), *Kelley v. U.S.*, 69 F.3d 1503 (10th Cir. 1995), *cert. denied*, ___ U.S. ___, 116 S.Ct. 1566, 134 L.Ed.2d 665 (1996); see, generally, Robert E. McFarland, "Section 601 Redux," 4 *The Transportation Lawyer* 23 (1995), and "The Preemption of Tort and Other Common Causes of Action Against Air, Motor, and Rail Carriers," 24 *Transportation Law Journal* 155 (1997); "Federal Preemption of State Consumer Fraud Regulations: American Airlines, Inc. v. Wolens, 115 S.Ct. 817 (1995), 18 *Harvard Journal of Law & Public Policy* 903 (1996).

[29]*Executive Order No. 12893,* Jan. 26, 1994, "Principles of Federal Infrastructure Investments," §2(c): Private Sector Participation. "Agencies shall seek private sector participation in infrastructure investment and management. Innovative public-private

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participation in infrastructure investment and management," but reliance on taxes, rather than user fees, e.g., farebox revenues (the passengers' "co-pay" in current parlance) is the choice our elected representatives make as they promise to satisfy everyone's transportation needs. Meanwhile, these criticisms of the NTP remain accurate.[30] There are so many exceptions made to the NTP in the demands of our political process that we honor it more in the breach than the observance.[31] We give lip service to the goal, but reveal our selfish selves by our conduct. Our elected representatives summon us to attack the "federal pot of funds." Ironically, we demand unlimited transportation services at the same time that we demand that government balance its budget. How can we have both? Are we in effect a society "trapped in a preoccupation with the public rather than the private" in seeking transportation problem solutions?[32]

Intermodal Surface Transportation Efficiency Act

ISTEA "broke new ground" in how America's States and metropolitan regions approach transportation planning and investment decision-making, according to the USDOT.[33] According to President George Bush, it was a "jobs" bill, as he said at the ISTEA signing ceremony.[34] ISTEA's hallmarks may be found in its "Declaration of Policy," the very first paragraph of which states:

> It is the policy of the United States Government to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an energy efficient manner.[35]

As Professor Farris recognized, the internal inconsistency of the NTP of trying to be economically efficient while satisfying all of the transportation expectations of every person in the Nation continues to make impossible an acceptable answer to Mr. Mineta's Crucial Question. Advocates of competing modes

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initiatives can bring about greater private sector participation in the ownership, financing, construction, and operation of the infrastructure programs referred to in section 1 of this order. Consistent with the public interest, agencies should work with State and local entities to minimize legal and regulatory barriers to private sector participation in the provision of infrastructure facilities and services." No definition of "public-private initiatives" is found, or how they may differ from "private-public partnerships."

[30]George Eads, "Economists versus Regulators," *Perspectives on Federal Transportation Policy* (Wash, D.C.: American Enterprise Institute for Public Policy Research, 1975), pp. 101-109. Professor Eads' "conviction" is that "the market, though imperfect, works better than the sort of regulation society is likely to get, barring commissions composed of omnipotent, omniscient, benevolent dictators." Id., p. 108. See, also, Thomas A. Till, "National Transportation Policy: The Need for a Clear Concept," *Proceedings: Fifteenth Annual Meeting Transportation Research Forum* (Oxford, Ind.: Richard B. Cross Co., 1974), pp. 18-22; and Herman Mertins, Jr., *National Transportation Policy in Transition* (Lexington, Mass.: D.C. Heath & Co., 1972), Ch. 8 "Perspective on National Transportation Policy."

[31]Donald L. Barlett and James B. Steele, *America: What Went Wrong?* (Kansas City: Andrews & McMeel, 1992), Ch. 6 "The High Cost of Deregulation," p. 105.

[32]Robin Paul Malloy, *Planning for Serfdom: Legal Economic Discourse and Downtown Development* (Philadelphia, Pa.: U. Penn. Press, 1991), p. 1 (hereafter MALLOY).

[33]USDOT, Report on the U.S. Dept. of Transportation's Outreach on Reauthorization of the Intermodal Surface Transportation Efficiency Act, *How to Keep America Moving: ISTEA-Transportation for the 21st Century*, Jan. 20, 1997, p. 1.

[34]*Traffic World*, Dec. 9, 1991, p. 4.

[35]49 U.S.C. §5501(a).

and needs want the available funds spent on their "felt necessities" and not those of someone else. Transportation thus becomes a means to an end, e.g., urban redevelopment, air pollution mitigation, unemployment reduction, infrastructure improvement, etc. Transferring "social costs" to transportation systems to solve myriad social problems and achieve non-transport goals distorts the reality of transportation.[36] Taxpayers want to know what the government is doing taking over the responsibility for unprofitable transportation systems when a free enterprise solution exists in an equitable division of freight revenues between the various modes.[37]

"ISTEA, NEXTEA, BESTEA, HOTTEA, or Jim Jones' Koolaid"

NEXTEA seeks to "continue the successful federal role in developing a national intermodal surface transportation system through programs that ensure the safe and efficient movement of people and goods, improve economic productivity, preserve the environment, and strengthen partnerships among all levels of the government and the private sector."[38] Of course, if by "success" you mean increasing tax burdens to finance nationalized industry, then NEXTEA could become a "successful" successor to ISTEA. The public debate on ISTEA reauthorization curiously omits mention of the Crucial Question. The "web of alliances and interests"[39] clash with coalitions in what *Traffic World* describes as a "titanic struggle" over the federal Pot 'o Funds to be appropriated in the "mother of all transportation bills."[40] Each coalition accuses the other of being "self-serving," while touting their own proposal as best for the public. However, all of them urge greater government subsidies, and therefore, higher tax burdens. Underlying this struggle lies the Crucial Question and the internal inconsistencies in the NTP. The "Divided House" of transportation policy continues to worsen as ever larger taxpayer subsidies (ISTEA-type "investments") are required to fund what would otherwise be bankrupt businesses. It seems as if an "Iron Curtain" has been erected by those advocates of taxpayer funded transportation, creating an artificial barrier between nationalized transportation and free enterprise transportation. While a privatization revolution is occurring around the world, private sector transportation in the United States is being consumed by politically fueled notions of public ownership which history has shown are not sustainable over the long haul.[41] Metropolitan Planning Organization (MPO) transportation planners say that they are prohibited from even considering private

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[36]Patrick O'Sullivan, *Transport Policy: Geographic, Economic and Planning Aspects* (Totawa, NJ: Barnes & Noble Books, 1980), Ch. 4 "Transport Problems and Policies," pp. 82-107. The author calls nationalization a form of "constitutional intervention" and a "widely anathematized fate worse than death for private enterprise." It has, however, often been seen as a solution "sought eagerly by owners anxious to convert the failing yield of an ailing enterprise into the secure return of government bonds offered in compensation for their ancient property." Id., p. 108.

[37]Robert Heilbroner & Lester Thurow, *Economics Explained* (New York: Simon & Schuster rev. 1994), Ch. 8 "The Economics of the Public Sector," and "Private v. Public Debts," p. 114.

[38]S. 468, 105th Cong., 1st Sess., March 18, 1997, p. 1. The full text is found on the Internet at **http://ftp.loc.gov/pub/thomas/c105/s468.rcs.txt.** A section-by-section analysis is also available. One coalition, the Surface Transportation Policy Project has written at Website at **http://www.istea.org.**

[39]*Congressional Quarterly*, March 8, 1997, p. 583.

[40]*Traffic World*, March 24, 1997, p. 6-7.

[41]John D. Donahue, *The Privatization Decision: Public Ends, Private Means* (New York: Basic Books, 1989).

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transportation options. Why argue the "Question of Money"[42] when we should be focusing on a sustainable NTP? How can we justify our NTP if we fail to debate Mr. Mineta's Crucial Question? Mr. Justice Douglas said, "there is no free speech in the full meaning of the term unless there is freedom to challenge the very postulates on which the existing regime rests."[43] Some say that we cannot question public ownership of transportation, and any mention of it is "off limits." Artificial barriers to truth, insulating the "untouchables" of their adherents, precludes our ability to attain our goals, warps the notion of the "public interest" to something short of it, deflects tax dollars for private gain, and traps us behind a politicized Iron Curtain and in a "House Divided" against ourselves. Mr. Justice Douglas reminds us of John Stuart Mill's famous logic:

> But the peculiar evil of silencing the expression of an opinion is, that it is robbing the human race; posterity as well as the existing generation; those who dissent from the opinion, still more than those who hold it. If the opinion is right, they are deprived of the opportunity of exchanging error for truth: if wrong, they lose, what is almost as great a benefit, the clearer perception and livelier impression of truth, produced by its collision with error.[44]

Our debate on ISTEA reauthorization, and the NTP, must first answer the Crucial Question because until we decide if we want the public sector or the private sector to handle our transportation needs we are going to suffer the ills of fundamentally inconsistent policy and conflicting goals, and all the adverse financial consequences which follow from them.[45] If we fail to have a sound foundation upon which to erect our transportation systems, why should our fate not be the same as that of the Soviet Union? A debate which does not address the primary issue, which skirts the Crucial Question, is not what we should expect in America.[46]

To those who say they refuse to discuss the Crucial Question, we should reply in President Jefferson's philosophy, stoutly maintained by generations of Americans over the years that "Truth is the proper and sufficient antagonist to error." On January 16, 1787, he wrote:

> I am persuaded myself that the good sense of the people will always be found to be the best army. They may be led astray for a moment, but will soon correct themselves. The people are the only censors of their governors; and even their errors will tend to keep them to the true principles of the institution. To punish these errors too severely would be to suppress the only safeguard of the public liberty. The way to prevent these irregular interpositions of the people, is to give them full information of their affairs through the channel of the public papers, and to contrive that those papers should penetrate the whole mass of the people. The basis of our governments being the opinion of the people, the very first object should be to keep that right; and were it left to me to decide whether we should have a government without newspapers, or newspapers without a government, I should not hesitate a moment to prefer the latter.[47]

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[42] *Traffic World,* May 19, 1997, p. 11.

[43] William O. Douglas, *The Right of the People* (1958), Ch. 1, "The Philosophy of the First Amendment," p. 9 (hereafter DOUGLAS).

[44] DOUGLAS, p. 14.

[45] See, e.g., *Suburban Trails, Inc. v. New Jersey Transit Corp.*, 620 F.Supp. 1383 (D.N.J. 1985), and also *Westport Taxi Service, Inc. v. Adams*, 571 F.2d 697 (2d Cir. 1978), *cert. denied*, 439 U.S. 829 (1978)(cited by Paul Stephen Dempsey and William E. Thoms, *Law and Economic Regulation in Transportation* (New York: Quorum Books 1986), p. 322-327.

[46] DOUGLAS, p. 9.

[47] DOUGLAS, p. 11.

We debate everything else in the NTP, e.g., how to raise the taxes, where the subsidies will go, what demonstration projects will each Congressman win for his district, but we won't touch Mr. Mineta's Crucial Question. NEXTEA proposes to encourage "private sector participation" in accomplishing ISTEA's goals.[48] While the world is experiencing a privatization revolution,[49] we torture ourselves about balancing the federal budget while we encumber ourselves with nationalized transportation.

"Ask Not What You Can Do For Your Country; What Can Your Country Do for You"

As a philosophy of government, ISTEA is diametrically opposite to that contained in President Kennedy's Inaugural Address, Jan. 20, 1961. Our democratic split personality, legislative hypocrisy, akin to subsidizing tobacco farmers while financing lung cancer research, appears to be a primary philosophy underlying ISTEA. We raise a double standard, saying as we deregulate transportation that only market conditions will set prices, while subsidies to public sector carriers continually increase. Each of the currently pending proposals include the unstated presumption that publicly-owned transportation industries are acceptable. These are (1) the Administration's National Economic Crossroads Transportation Efficiency Act (NEXTEA), S.468, H.R.1268; (2) the Streamlined Transportation Efficiency Program for the 21st Century (STEP 21) by Sen. John W. Warner, R-Va., and Rep. Tom DeLay, R-Tex., S.335, H.R.674; (3) the Surface Transportation Authorization and Regulatory Streamlining Act (STARS 2000), by Sen. Max Baucus, D.-Mont., S.532; and (4) the ISTEA Reauthorization Act, by Sen. John H. Chafee, R-R.I., S.586. According to the Federal Highway Administration estimates, the following sums are the average yearly federal subsidies that we will spend under these four proposals, compared with ISTEA[50]:

ISTEA	$18,221,367,000
NEXTEA	$20,063,973,000
STEP 21	$25,516,563,000
STARS 2000	$25,895,529,000
S.586	$24,327,204,000

A late entry is "BESTEA," the "Building Efficient Surface Transportation and Equity Act," proposed by House Transportation Infrastructure Committee Chairman Bud Shuster (R-Pa.). Which portions, if any, of these competing bills passes and then emerges unscathed from Conference Committee remains in doubt as this is written. The simultaneous outcry is that America must invest in its infrastructure and balance its budget. If we default to a nationalized industry platform, premised upon tax revenues to fund operations, how can we do both? If nationalized housing did not succeed, why should we expect nationalized transportation to be successful? There are, of course, many proper things that government should do for transportation.[51] But, "what should it leave to others?"

---

[48] 49 U.S.C. §5303; S. 468, p. 81. See, Letter from Transportation Secretary Rodney Slater to Speaker of the House Newt Gingrich, March 12, 1997, transmitting the Administration's bill to the Congress, found at the Internet site for NEXTEA (see footnote 37).

[49] *Wall Street Journal,* Oct. 2, 1995, pp. R1-4. See, generally, José A. Gómez-Ibáñez and John R. Meyer, *Going Private: The International Experience with Transport Privatization* (Wash, D.C.: Brookings Institution, 1993), Ch. 2, "The Privatization-Regulation Cycle" (hereafter GOING PRIVATE).

[50] *Congressional Quarterly,* May 10, 1997, p. 1067.

[51] General Accounting Office, Report to Congressional Committees, *Surface Transportation: Research Funding, Federal Role, and Emerging Issues* (Sept. 1996), p. 3. The GAO found that the USDOT provided $2.9 billion for surface transportation research programs from fiscal 1992 through fiscal 1996, which was about 2% of the Department's

Comment Letter PH-G20 – Continued

Rickshaws, Lunar Escalator and Bullet Trains

Recent history has shown that planning by Big Brother, with the adhesion of the federal government, and even with the support of a totalitarian dictatorship, is not sustainable over the long run. Only Adam Smith's "Invisible Hand" has emerged as the supreme, although imperfect, platform for successful social structure.[52] Transportation policy as a vehicle for accomplishing other social goals distorts transportation efficiency, yielding problems which the Invisible Hand would have avoided.[53] If transportation is used to achieve our Manifest Destiny, or to promote national security, then you will have trains through buffalo grazing lands and Defense Highways to move MX Missiles. Solving inner city decay, air pollution, unemployment, infrastructure entropy, poverty, discrimination, or tax iniquities are all admirable social goals, but adding the cost of doing so to passenger and freight fares distorts the truth about transportation. There is a difference between what we can do and what we ought to do. If we gave rickshaws to the unemployed we might get some people out of their cars and reduce the welfare rolls, but would that be acceptable in a democracy? If we ignored the cost and built a lunar escalator for sightseers and vacationers, we might please builders, engineers and the tourist industry but what offset would there be in terms of increased tax burdens on small business? If the rider's "co-pay" (farebox contribution) covers only 2% of the fully amortized costs of his trip on the Bullet Train, then 98% must be coming from the rest of us. The rider may think he has transportation freedom, but it is only at the price of enslaving his society.

Political Means Transportation Policy vs. Marketplace

Professor Robin Paul Malloy has suggested a result of such policy. In defense of liberty, human dignity, and freedom, Professor Malloy has set forth a theory of law, economics, and the state which applies as well as to transportation as it does to urban development.[54] Focusing on social distortions in urban planning when citizens face wrestling with The 800 Pound Gorilla called City Hall, Professor Malloy shows us what can happen whenever public ownership prevails over private ownership of property.

> Just as monopolies can be bad for consumers of gasoline or cameras, so too can they be bad for individuals when a coercive power is a person (a parent over a child for instance), a group (the mafia or a collusion of chemical companies), or the state itself. A capitalist system of private ownership is, therefore, an essential element of a free society, because it is the only context in which the necessary balance between public and private can be maintained.[55]

According to Professor Malloy, competing sources of power are essential for the preservation of an environment favorable to creativity, freedom, and spontaneous social order. He identifies marketplace competition as the essential element and the adverse affects upon it made by public ownership.

> When the product is government, competition means protecting the individual from the tyranny of the state while providing an institutional means, via government, for protecting the individual from private coercion. But as a competitive construct this model tells us something more. It says that

---

total budget for surface transportation programs. About $2.1 billion went to FHWA, which allocated nearly half of the funds for the Intelligent Transportation Systems program's projects. The GAO has also reported to Congress on the benefits of attracting investment funds from the private sector. GAO Report to Congressional Requesters, *State Infrastructure Banks: A Mechanism to Expand Federal Transportation Financing* (Oct. 1996).

[52]GOING PRIVATE, p. 281. The case studies "provide strong evidence of private sector cost reductions in labor-intensive services."

[53]"Nationalizing of Railroads: A Mistake America Cannot Afford to Make," *Traffic World,* March 31, 1975, pp. 71-72 (Part I), and June 30, 1975, pp. 72-74 (Part II).

[54]MALLOY, p. 39.

[55]MALLOY, p. 32.

> there will be constant conflict between the competitive roles or boundaries of the private versus the public domain. Concepts such as public/private partnerships tend to break down and destroy these boundaries. The breakdown of such boundaries is detrimental because tension can produce positive externalities. As in the commercial marketplace, however, losing the will or means to compete can leave one increasingly at the mercy of other, more powerful players.[56]

He concludes that in the Nation today we have witnessed a loss of both will and means in the private sector because our values have changed or are being changed as we look to political means and the "expansion of the state" to accomplish goals like urban development.[57] We are witnessing, he concludes, "the inevitable progression toward statism."

> Without a commitment to a strong private sector as a counterbalance to the public sector, the power of the state is unlikely to be adequately restrained. Thus, the impersonal and spontaneous social order of the marketplace will give way to the pervasive intrusion of state planning and increasing reliance on the political rather than the economic means for the allocation of rights and resources in our society. Such a process of setting the political means over the economic means results in the elevation of personal status over impersonal market outcomes and leads to a new age of serfdom in which *individual* rights are subservient to the group, institutional, and organizational claims of the state.[58]

ISTEA Goals v. Marketplace

Accepted learning for graduate business students holds that too much expenditure on nonwealth creating activities by government may lower the capacity of a nation to create wealth out of which the former activities are financed.[59] Thus, our push toward statism and nationalized transportation undermines our ISTEA goal of enabling the United States to "compete in the global economy."[60] So, if we opt for public sector solutions, i.e., nationalization, we fall into the trap of mortgaging our children's future so that we can have "cheap" transportation now. What is likely to follow from such a policy? Professors Gómez-Ibáñez and Meyer have shown that in both developed and developing countries, a "fairly similar cycle of private and public involvement" was found to occur in stages identified as follows:

1. Entrepreneurial
2. Consolidation
3. Regulation of fares and franchises
4. Decline in profitability
5. Withdrawal of capital and services
6. Public takeover
7. Public subsidies
8. Declining efficiency
9. Dilemma of subsidy cuts, fare increases, and service cuts
10. Privatization

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[56]MALLOY at p. 34.

[57]MALLOY, p. 35.

[58]MALLOY, p. 37.

[59]Dunning, *Multinational Enterprises and the Global Economy* (Addison-Wesley Pub., 1993). Professor Dunning concludes, "The fact of the globalization of business and the implications this has for the competitiveness of countries, may then force some societies to reappraise their orders of priorities of resource allocation--particularly between wealth-creating and other activities." *Id.*, at p. 529.

[60]49 U.S.C. §5501(a).

Comment Letter PH-G20 – Continued

A House Divided Against Itself Cannot Stand

The double standard we have accepted for transportation in the United States has created a "House Divided." We tell the private sector that they must be deregulated; no more government "Nanny" to protect carriers. Let insolvency reap its grisly toll. Bankruptcy Court waits with open doors. *Laissez faire* and *caveat viator!* Concurrently, no subsidy is spared for the public sector carriers. Transportation "entitlements" mean that the taxpayers will give everyone a "free" ride (or nearly so). Can we exist with both? Massive numbers of bankruptcies are acceptable in the private sector, while the taxpayers offer passengers "free" transit, e.g., "Free Light Rail Shuttle." Taxpayers as "investors" in transportation "industry" accept systems that are insolvent from conception. Have we defeated the Soviet Union only to adopt their mistakes?

Where Are We Heading?

Executive Order No. 12893 directs the agencies to carefully examine all of the factors that our infrastructure investments cause in the economy and society. Section 2(a)(5) states:

> (5) Analyses should consider not only quantifiable measures of benefits and costs, but also qualitative measures reflecting values that are not readily quantified.

Economists and planners urge decisions based upon concrete results of past operations, or sound predictions of future events based upon scientific analyses. Planned urban development has become the entrenched model form of government. But we need to ask what "values that are not readily quantified" by economists and planners are being ignored as we plunge ahead with statism and nationalization of transportation systems in the United States. We need to re-think our policies in terms of our capitalistic roots. A new unit of measurement designated as the equivalent of our heritage of freedom, which we may call the "Jefferson," ought to be required of our infrastructure investment decision-makers under the President's Executive Order. The significance of this precious "not readily quantified" value is seen in Abraham Lincoln's tale of his first transportation enterprise. The institution of private property is the paramount characteristic of capitalism. This vital fact is the most crucial element of our successful economic philosophy, and has had immeasurable impact on our historical survival as a democracy. Lincoln certainly thought so.

> For the rest of his life, Lincoln remembered the day he earned his first dollar. It opened up for him the possibilities of heading out on his own, not just to survive but to succeed.
>
> "You never heard, did you, how I earned my first dollar? I was about eighteen years of age. I was contemplating my new flatboat, when two men came down to the shore in carriages with trunks. "Will you," said one of them, "take us and our trunks out to the steamer?" I was very glad to have the chance of earning something. I supposed that each of them would give me two or three bits. I sculled them out to the steamboat.
>
> Each of them took from his pocket a silver half-dollar, and threw it on the floor of my boat. I could scarcely believe my eyes as I picked up the money. You may think it was a very little thing, but it was a most important incident in my life. I could scarcely believe that I, a poor boy, had earned a dollar in less than a day--that by honest work I had earned a dollar. The world seemed wider and fairer before me. I was a more hopeful and confident being from that time."[61]

[61]Phillip B. Kundhardt, Jr., et al., *Lincoln: An Illustrated Biography* (New York: Knopf, 1992), p. 43. What did free enterprise transportation teach the President about free government? See, Honore Morrow, *Great Captain* (New York: Wm. Morrow & Co., 1927), pp. 392-94.

Conclusion

How many "flatboatmen," transportation "Horatio Algers," future free enterprise transportation leaders, and private sector transportation entrepreneurs among the living, and in future generations of Americans, will we deny ourselves by accepting statism and nationalization of our transportation industries? What value should we place upon each one of them? Yes, difficult to quantify, but can we afford to ignore it as we formulate our NTP? How would the President have answered Mr. Mineta's Crucial Question? The American people must insist that our government adhere to both the letter and to the spirit of the President's Executive Order in our NTP for the next century. Let's put the "Jefferson" into our cost-benefit analysis for infrastructure investments at all three levels of our government so that we may achieve the correct answer to the **Crucial Question**.

Comment Letter PH-G20 – Continued

Mark - Special for you.

JOSEPH P. THOMPSON
Attorney at Law
8339 Church Street, Suite 112, Gilroy, CA 95020
Post Office Box 154, Gilroy, CA 95021-0154
Telephone (408) 848-5506; Fax (408) 848-4246
E-Mail: TransLaw@PacPell.Net

Fax (408) 842-2206 August 24, 2007
Editor
Email: editor@garlic.com, editor@gilroydispatch.com
The ***Dispatch***
6400 Monterey Road
Gilroy, CA 95020

Re: **Bullet Train: Tourists' Panacea, Taxpayers' Hell**

Dear Editor,

The proposal to build the Bullet Train in California is proof that socialists have taken-over our government. Based on past cost overruns, the price tag on this extreme boondoggle is about $75-$80 billion in today's dollars. Paid back interest on these bonds will also burden our children and grandchildren and great-grandchildren will billions more. Annual operating losses will exceed those of all Lite Rails combined. Fares won't cover 1% of operating expenses, estimated at $1 billion/year. Bond debt will bury us.

Technology exists to build it, but how do we pay the construction costs, and operating costs? It's technologically incompatible with existing railroads, so it will need BART-like right-of-way. Eminent domain power, included in the legislation creating it, ensures that it will plow through Gilroy and Morgan Hill and any other place, regardless of opposition. But it cannot cross the UPRR's tracks because the Class I railroads' eminent domain trumps Bullet Train's eminent domain power, according to UP's top commerce counsel on the West Coast. Tourists will ride it, but enjoy a 99% taxpayer subsidy for rides that will cost more than those on the Concorde Supersonic Jets. Local small business owners will pick-up the tab, maybe getting 10% back from tourist dollars if we're lucky.

In 1970 Congressmen stood up in Congress and proclaimed that Amtrak would be "self-sufficient in three years." Yeh. By 9/11/01 taxpayers had thrown about $30 billion in subsidies down that black hole, but did we have adequate airport security?

In 1863 General Grenville Dodge, who was later UPRR's top civil engineer, and who discovered the Sherman Pass over the Continental Divide, was summoned to the White House. He later said that he told the President that the government should own and operate the transcontinental railroad. Lincoln, who as a young member of the Illinois Legislature had seen government owned railroads in Eastern and Midwestern States go bust and shutdown operations in the 1830's and 1840's, said no. He said that private enterprise must do it, although the government would assist with development incentives (my words, not his). They did it. And what did taxpayers receive in the deal? They got about $460 million (measured in 1940 dollars) more than the value of the land granted to the railroad corporations because of Section 22 in the original Interstate Commerce Act (lower freight rates for government shipments).

A hundred years ago the Progressive Movement, led by William Jennings Bryan, sought nationalization of the railroads and other industries, but their passion was rejected by voters.

When the railroads were nationalized in 1917 during the Administration of Woodrow Wilson, government genius so botched-up shipping that rail traffic came to a standstill. That experiment failed, just as Lincoln predicted it would. In the Transportation Act of 1920 the railroads were de-nationalized, and came to be the envy of the world's nations today; the backbone of our nation's commerce.

Instead of making taxpayers pay for Bullet Train, like we pay for County Transit, Caltrain, Amtrak, Lite Rail, etc., etc., while motorists are paying 100% of their own transport costs, seeing our politicians rewarding transit wastefulness, why not use the unlimited power of capitalism? Have you been on I-5 lately to see the uninterrupted 24-7 tonnage flowing North-South in California? I appeared before the Bullet Train commission five times over the last decade and told them that if they put enough UPS, Fedex and Postal Service tonnage on their trains, then they would not need to ask the taxpayers for a dime. Did they listen?

Like Amtrak's promoters, their pie-in-the-sky predictions show that they did not listen, nor did they learn from history, either United States or world history in the last century and one-half. So, hold on for the ride, and warn your children and grandchildren, our leaders will strap taxpayers to the rocket to Hell. We'll be paying unimaginable sums to attempt what Lenin, Trotsky, Stalin and the USSR failed to achieve, despite all their promises to their citizens that socialism could bring utopia. If they fund it with gas taxes, be prepared to see $10/gallon for gas at the pumps. They'll tax motorists out of their cars, leaving them to ride our Trojan Horses, and bike or walk the rest of the way.

Caveat Viator!

Respectfully yours,
JOSEPH P. THOMPSON, ESQ.

Member, Executive Committee, Debtor-Creditor-Bankruptcy Section, SCCBA
Member, Legislation Committee, Transportation Lawyers Assn.
Member, Association for Transportation Law, Logistics & Policy
Candidate, American Society of Transportation & Logistics
Winner, AST&L's Best Research Paper Award 1997
Past-President, Gilroy-Morgan Hill Bar Assn.
Post-Doctoral Student, Transportation Law & Policy

When will we ever learn?

Comment Letter PH-G20 – Continued

YAHOO! MAIL

Print - Close Window

Date: Fri, 24 Aug 2007 10:45:26 -0700 (PDT)

From: "Joseph Patrick Thompson" <translaw@pacbell.net>

Subject: Mark, Special to Dispatch--Could be Guest Opinion

To: editor@garlic.com, editor@gilroydispatch.com

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In 1970 Congressmen stood up in Congress and proclaimed that Amtrak would be "self-sufficient in three years." Yeh. By 9/11/01 taxpayers had thrown about $30 billion in subsidies down that black hole, but did we have adequate airport security?

We faced this issue in the past. In 1863 General Granville Dodge, who was later UPRR's top civil engineer, and who discovered the Sherman Pass over the Continental Divide, was summoned to the White House. He later said that he told the President that the government should own and operate the transcontinental railroad. Lincoln, who as a young member of the Illinois Legislature had seen government owned railroads in Eastern and Midwestern States go bust and shutdown operations in the 1830's and 1840's, said no. He said that private enterprise must do it, although the government would assist with development incentives (my words, not his).

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Post-Doctoral Student, Transportation Law & Policy

Comment Letter PH-G20 – Continued

Please Publish this — Joe

Wednesday, June 14, 2006

1. Taking taxpayers for a ride california focus

Proposed state high-speed rail system would cost too much to do too little

There has been considerable discussion about the proposed California High Speed Rail project. California taxpayers are being subjected to grandiose claims about reduced traffic congestion and cost-effective alternatives to flying and driving.

The HSR system, which would connect Los Angeles, San Francisco, San Diego, Sacramento and areas in between, would require as a down payment a $10 billion bond issue that voters may consider as soon as November. The California High Speed Rail Authority says the system could cost much more – $37 billion. Reality is more like $75 billion.

Luckily, the Assembly last month passed a bill that would delay the bond election until 2008. That bill is now in the Senate Appropriations Committee, where there is no clear indication whether it will come to a vote anytime soon. However, there is evidence the Assembly's caution is justified, and the Senate should follow its lead.

First, the HSR system is likely to cost much more than advertised. Cost projections for large transportation projects are notoriously inaccurate. Boston's two-decade "Big Dig" racked up three times its projected cost, even after accounting for inflation. Across the country, transit megaprojects have escalated in cost after approval; these are not isolated cases.

What's more, it appears these overruns are not accidental. Research by Bengt Flyvbjerg of the University of Aarlborg (Denmark) published in the Journal of the American Planning Association demonstrates these projects routinely surpass estimated costs due to "strategic misrepresentation." Planners and proponents underestimate costs in hopes of obtaining project approvals that would otherwise be impossible.

As a Los Angeles County transportation commissioner, I witnessed costs escalate for the Blue Line light rail from Los Angeles to Long Beach eventually exceeding three times original projections (inflation-adjusted). At no point did anyone seriously question the increases, because the taxpayers had already committed to the project. There was simply no incentive to keep costs down. Why should we expect the HSR project to be any different?

Flyvbjerg and others also have found that ridership estimates tend to be overstated. The Los Angeles Red Line subway even today carries less than one-half the ridership that was projected when we approved it.

Ridership is important because the California high-speed rail system is advertised as not needing its operations subsidized by taxpayers. But this claim is likely based on an overestimation of the ridership and an underestimation of the operating costs. Amtrak's high-speed Acela service between Washington, D.C., and New York City carries little more than one-tenth the passengers that proponents promise for the California system, despite serving a larger market. So it is likely taxpayers will need to keep their checkbooks open indefinitely to subsidize HSR operation.

All this would be irrelevant if we needed such a system. The California HSR has been touted as a strategy for reducing highway congestion. In fact, projections indicate that traffic congestion along the rail corridors will still increase 26 percent by 2020, even with the high-speed trains. Without them the increase by 2020 would be 31 percent.

Claims of reduced air traffic congestion are similarly flawed. Most air travel between the San Francisco Bay Area and Southern California already avoids the busy San Francisco International and Los Angeles International airports, and their share of travel is declining. Planners delude themselves into believing HSR will take away half of air traffic volume. But last year Amtrak said its New York-to-Washington high-speed service lost ridership to stronger airline competition. Planners assume airlines will stand idly by as their customers jump on the train. In fact, airlines will compete, and compete hard.

Much has been made of HSR's purported cost-effectiveness, with claims that highway improvements would cost more than twice as much as the rail project. But the highway alternative would produce four times the congestion relief, making it twice as cost-effective, even without the inevitable cost escalations for high-speed rail.

Thus, for California, the question is not whether high-speed rail would be nice – it would be. The fundamental question is whether it is worth the tens of billions it could cost. At this point, there is every reason to believe this project would be, quite simply, a waste of money.

Responses to Letter PH-G20 (Joseph P. Thompson, August 29, 2007)

PH-G20-1

The Authority acknowledges the receipt of the comments and attachments. They are included as part of this Final Program EIR/EIS.

PH-G20-2

See Response to Comment PH-G4-1.

PH-G20-3

Comment acknowledged.

Comment Letter PH-G21 (Anonymous, No date)

PH-G21

Visual Resources

PH-G21-1 P 3.9.-19 States that Gilroy is at grade station. Inconsistent with Engineering drawings

Response to Letter PH-G21 (Anonymous, No date)

PH-G21-1

The inconsistency between Section 3.9 and the alignment drawings in Appendix 2-D has been corrected in the Final Program EIR/EIS.

Public Hearings Comments

Livermore

Livermore Public Hearing Transcripts, August 27, 2007

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

LIVERMORE CITY COUNCIL CHAMBERS

3575 PACIFIC AVENUE

LIVERMORE, CALIFORNIA

MONDAY, AUGUST 27, 2007 — 4:00 O'CLOCK P.M.

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REPORTED BY: DEBORAH FUQUA, CSR#12948

A P P E A R A N C E S

HON. QUENTIN KOPP

Chairman of the Board

California High-Speed Rail Authority

(Moderator)

MEHDI MORSHED

Executive Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

P U B L I C S P E A K E R S

Mayor Janet Lockhart	PH-L1	Laurie Moss	PH-L8
Andrew Chesley	PH-L2	Mayor Mark Green	PH-L9
James Helmer	PH-L3	Michael Rubio	PH-L10
Jim Lawson	PH-L4	Bonnie Nelson	PH-L11
David Dutton	PH-L5	Mayor Mark Green (further)	PH-L12
Robert Allen	PH-L6		
Bena Chang	PH-L7		

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Monday, August 27, 2007 4:07 o'clock p.m.

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P R O C E E D I N G S

HONORABLE QUENTIN KOPP: Good afternoon. I think this microphone serves its purpose. You might as well move closer. We can huddle together for warmth if we need any in the Livermore Valley.

In any event, I'm Judge Quentin Kopp. I'm Chairman of the California High Speed Rail Authority. And today is the third of seven public hearings on a document, a summary of which I have in my hand, called "Draft Bay Area to Central Valley High Speed Transit Program Environmental Impact Report/Environmental Impact Statement," or EIR/EIS.

And as you know, the EIR is required under California law, the Environmental Quality Act; and the EIS is required under the United States Environmental Protection Act. And the Federal Rail Administration in Washington has participated in the two public hearings last week in San Francisco and San Jose because it is, in effect, a partner with the California High Speed Rail Authority, not just financially, but in technical ways, operational ways, which relate to the entire endeavor.

Tomorrow we will be in Oakland. And then on Wednesday, we are in Gilroy and Thursday in Merced. And

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the seventh and final public hearing, I learned today, will be September 18th, a Tuesday -- same time for all of these, 4:00 to 6:00 p.m. -- at the San Joaquin Council of Government's Regional Center boardroom, 555 East Weber Avenue in Stockton.

Now, as you know, in the EIR/EIS public hearing process, we invite comments from people on the draft environmental document as to any alleged errors or miscalculations or legally required data which has been omitted and the like. Naturally, people, from time to time, want to give expression to their views about which corridor should be used from the Bay Area to the Central Valley, namely the Pacheco Pass or the Altamont Pass. And I understand that.

But please, try to concentrate on the EIR/EIS itself, where you want to laud it, where you want to criticize it, where you want to point out some interstice. And bear in mind all comments are being recorded by our faithful court reporter, who follows us from hearing to hearing from such remote places as San Rafael, California -- we used to have a song, "Where the Hell Is San Rafael?" -- that's O Tanenbaum. All right -- so that everything will be transcribed.

And then, as you probably know the process, it will be analyzed by our analysts, both staff analysts

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and the firms that we've contracted with who are specialists in this endeavor.

I have not imposed a time limit on speakers. I will rely on good judgment, which means sticking to the point of the hearing and, secondly, trying not to repeat yourself. And if you repeat some other speaker's comment, do it in as succinct a way as you can do so.

We will also receive written comments. We already have received some written comments. And I invite you to memorialize any comments that you provide today in writing. The deadline for receiving those is September 28, September 28 in our office at 925 L Street, Sacramento 95814.

There are cards, which many of you have signed, and I will call on people in the order which has been provided me with respect to those cards. And I want to be sure that everyone's name is uttered clearly for the record so that we can tie it to a comment or particular comment as the case may be. And the cards are over on the table on my right and your left.

Seated to my left and right are two principals in our miniscule staff. We only have six people on staff. And to my left is Medi Morshed, who is the director of the Authority. And to my right is Dan Leavitt, who is one of two deputy directors.

And with whose introductions, I should like to proceed to invite the Honorable Janet Lockhart, who is mayor and represents the Tri-Valley PAC.

Now, that's not a political action committee?

MAYOR JANET LOCKHART: No. It's a policy advisory committee.

HONORABLE QUENTIN KOPP: Ah, that is the "PAC." Thank you.

MAYOR JANET LOCKHART: You're welcome.

HONORABLE QUENTIN KOPP: Nice to see you, Madam Mayor.

MAYOR JANET LOCKHART: Thank you. Thank you very much for the opportunity to speak before you today.

I am here representing the Tri-Valley Policy Advisory Committee, which just started meeting about two hours ago for today's meeting, and I just concluded. I send the best wishes from Mayor Kamena, who convened our policy committee, but he's on his way to Los Angeles right now. So he asked me if I would come to this meeting and just kind of read into the record a couple of areas of support that our group has offered today. PH-L1-1

We had representatives from the cities of Livermore, Pleasanton, Dublin, San Ramon, and Danville. So the counties of Contra Costa and Alameda were both included in that, plus Supervisor Haggerty from Alameda

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1 County. We also had guests visiting us from the San
2 Joaquin County area and their Council of Governments.
3 So we had a very good discussion about the PH-L1-1 Cont.
4 whole issue of high-speed and regional rail. And if you
5 will indulge me, I'll read a couple of paragraphs here
6 of some consensus conclusions that we came to today.
7 HONORABLE QUENTIN KOPP: Read on.
8 MAYOR JANET LOCKHART: All right. The Tri-Valley
9 Policy Advisory Committee supports continued study of
10 High-Speed Rail through the Altamont corridor on the PH-L1-2
11 Union Pacific right of way, provided there are no
12 significant right-of-way takes, and there is no major
13 aerial structure through Pleasanton.
14 The Tri-Valley Policy Advisory Committee
15 supports continuing evaluation of the Regional Rail
16 Plan's recommendation for a BART extension to Isabelle
17 Stanley and beyond, provided alternatives including PH-L1-3
18 Isabelle Stanley, Greenville Road and beyond will
19 continue to be studied in the environmental document and
20 an environmental document process can begin to be
21 developed soon after the adoption of the regional rail
22 plan.
23 That's -- those were the areas where we had
24 consensus today. PH-L1-4
25 And we feel that we had representation for a

1 large number of people in studying these issues and PH-L1-4 Cont.
2 coming to those conclusions. So we hope at some point
3 down the line that helps you in your discussions and
4 your deliberations. And certainly we're all here to PH-L1-5
5 respond to any questions or concerns you might have from
6 this region.
7 HONORABLE QUENTIN KOPP: The public hearing process
8 is one in which I listen, but I am curious as to the
9 composition of the policy advisory committee. Is it one
10 or two or three people from each of those cities?
11 MAYOR JANET LOCKHART: There's one representative
12 from each community. Today, actually, we had a little
13 more than that. We did -- we also had -- I should
14 mention especially since I chair the organization right
15 now -- the Livermore-Amador Valley Transit Authority was
16 also -- our local bus system was also in attendance and PH-L1-6
17 had a representative of their board in our meeting. So
18 we had one representative from each of the cities,
19 organizations or counties.
20 HONORABLE QUENTIN KOPP: And is that generally a
21 member of the city council?
22 MAYOR JANET LOCKHART: Yes, and the board of
23 supervisors.
24 HONORABLE QUENTIN KOPP: And how long has the
25 committee existed?

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MAYOR JANET LOCKHART: We've had four meetings now up until today, so we've been in existence for about a year studying the issues. PH-L1-7

HONORABLE QUENTIN KOPP: Well, thank you.

THE WITNESS: Thank you.

HONORABLE QUENTIN KOPP: Next is Andrew Chesley, Executive Director of the San Joaquin Council of Governments.

ANDREW CHESLEY: Good afternoon, Mr. Chairman. Thank you for taking the time to come to near San Joaquin County to speak. And I want to thank your staff and yourself for scheduling another public meeting on high-speed rail in Stockton for September 18th. We will -- PH-L2-1

HONORABLE QUENTIN KOPP: Well, it's difficult because we're on a schedule. And I've acknowledged letters from two people who said, "Why don't you have another meeting?" And I'm happy that we were able to do it and stay to our schedule.

ANDREW CHESLEY: We'll make it a pleasant experience for you.

After listening to your rendition of "Where the Hell Is San Rafael," I almost felt like singing "Stuck in Lodi Again," coming from San Joaquin County, but I think I'll pass on the opportunity.

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What I've been asked to come in and address you on is the position that the Regional Policy Council for the San Joaquin Valley has taken regarding the environmental document and the issues surrounding your difficult selection, understandable, about the appropriate option, alternative to take between the San Joaquin Valley and the Bay Area. PH-L2-2

As Supervisor Rubio mentioned in San Francisco last week and, I believe, the councilman in Vallejo from Fowler mentioned last week -- both members of the Regional Policy Council -- that the San Joaquin Valley, which has felt a significant investment in High-Speed Rail, has taken a joint position of reviewing the environmental document and what you have laid out in terms of alternative selection and has come together to support a choice that would have you select the Altamont Pass as the route. PH-L2-3

The San Joaquin Valley will represent the largest component of ridership for High-Speed Rail when it comes about. It will make the largest impact on transportation choices for residents of the San Joaquin Valley. And it will, in fact, I think to a large extent, be the key to the success of High-Speed Rail when it is finally implemented in the state of California. PH-L2-4

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The largest component market that you have identified for ridership is in the San Joaquin Valley. The 1.5 million people that reside in the northern part of the San Joaquin Valley want to be a part of the future of High-Speed Rail and are encouraging the selection of your Authority for the Altamont Pass. PH-L2-4 Cont.

I expect that, at each of your public meetings, there will be a presence from the San Joaquin Valley to state this position on a regular basis. And we want to encourage you to make that selection in the future as it best serves all of the people in the San Joaquin Valley. PH-L2-5

We do have comments on the environmental document, but we will probably save those until after the end of at least this first round of public meetings. And we will submit to the Authority for your consideration. PH-L2-6

Thank you very much.

HONORABLE QUENTIN KOPP: Thank you.

James Helmer, City of San Jose.

JAMES HELMER: Thank you, Chairman Kopp and distinguished members. James Helmer with the City of San Jose. PH-L3-1

I just wanted to once again thank you for holding a hearing last Friday in San Jose. We thought it was well attended and a lot of good points raised. I

wanted to focus a couple of those points for those that may not have been able to attend.

We had Congressman Zoe Lofgren, Assembly Member Jim Beall, and Mayor Chuck Reed all pointing out the significance of building a high-speed rail system that really protects the Don Edwards Wildlife Refuge across the San Francisco Bay, a system that truly is High-Speed Rail and selects the route through the backbone of California that will provide the most frequent, most direct service to the major population centers and then, finally, Mayor Reed talking about the significance of connecting the two major economic drivers between the north and the south with the most direct route. PH-L3-2

We also talked about the importance of the current air traffic that both San Francisco International and Mineta International in San Jose provide to and from the south. And that is the type of market that we're actually trying to attract for high-speed direct service between the Bay Area and L.A.-Anaheim basin.

That being said, though, San Jose is very supportive of continuing to build out the regional rail system throughout the Greater Bay Area. And we know that the CalTrain alignment from San Francisco all the way to Gilroy is a 70-mile right of way that exists, PH-L3-3

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1 whose strategic planning effort for the year 2025 PH-L3-3 Cont.
2 actually calls for High-Speed Rail to travel within that
3 right of way.
4 The benefit of traveling within that 70-mile
5 right of way, as you can see, is it would not require
6 property acquisition. It would help to partner with PH-L3-4
7 CalTrain to electrify the service, and it would help to
8 grade-separate a system where there were 17 fatalities
9 on that line in 2006.
10 Division in the CalTrain strategic plan is that
11 CalTrain itself actually becomes a local service
12 provider up and down the Peninsula all the way to Gilroy
13 and eventually into Monterey-Salinas and the Central
14 Coast through its daily service to some 34 stations.
15 It also sees its vision as a Baby Bullet express service
16 between San Jose and San Francisco, which is currently a
17 system that exists and takes less than one hour to make PH-L3-5
18 that trip.
19 It sees itself as a feeder service to
20 High-Speed Rail. In other words, if High-Speed Rail had
21 two stops or possibly three between Gilroy and the
22 Transbay Terminal in San Francisco, then it would
23 serve -- through its local train service and more than
24 70 shuttle bus services, it would serve the passenger
25 ridership into that system.

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1 I think, finally, we did very much see the need
2 for a regional rail comprehensive master plan. San Jose
3 has long been waiting for BART to come to San Jose. And PH-L3-6
4 engineering is underway as is property acquisition all
5 the way down the East Bay from Fremont into San Jose and
6 up to the Mineta International Airport. And then we see
7 that BART extending further east into Livermore and
8 possibly there beyond, as far as the BART system can go.
9 And segueing into express train service from
10 the Central Valley through the Altamont Corridor, we
11 believe, is an excellent way to hit the destination PH-L3-7
12 points from the Central Valley through the Altamont
13 Corridor with trains like BART or a Baby Bullet service
14 similar to the way that CalTrain operates. Thank you.
15 HONORABLE QUENTIN KOPP: Thank you.
16 Next speaker is Jim Lawson of the Valley
17 Transportation Authority.
18 JIM LAWSON: Good afternoon, Judge Kopp. It's a
19 pleasure to see you again.
20 My name is Jim Lawson. I'm the government
21 affairs manager of the Valley Transportation Authority.
22 Also had the privilege to serve as the council member PH-L4-1
23 from the beautiful city of Milpitas, California for many
24 years. So as such, I consider myself a recovering
25 elected official.

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1 The Santa Clara Valley Transportation
2 Authority, as you know, is a partner in the Altamont
3 Commuter Rail-Capitol Corridor as well as the CalTrain
4 operation. We are, of course, supportive of rail. We PH-L4-2
5 strongly support the concept of High-Speed Rail
6 connecting Northern and Southern California as a way to
7 relieve highway and air traffic congestion between the
8 Bay Area and Southern California. VTA believes that the
9 Pacheco Pass alignment makes the most sense as the entry
10 point for the High-Speed Rail trains into the Bay Area.
11 In 2005, the California High-Speed Rail
12 Authority's draft statewide program EIR/EIS concluded
13 that the Pacheco Pass was the better alignment for
14 following reasons: It provides better frequency of
15 service for the critical Silicon Valley job market, a
16 primary economic engine for both California and the
17 United States as a whole; it more effectively and PH-L4-3
18 efficiently meets current and future intercity travel
19 demand and is thus better suited for High-Speed Rail's
20 basic project objectives; it does not require a new San
21 Francisco Bay crossing, which poses considerable
22 environmental challenges, would be more costly, and
23 result in significant project delays.
24 We believe the information presented in the
25 Authority's Draft Bay Area-Central Valley High-Speed

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1 Train Program EIR/EIS does not change these conclusions.
2 The Pacheco Pass alignment will provide faster, more PH-L4-3 Cont.
3 direct and more frequent service to the three largest
4 urban centers in the Bay Area: San Jose, San Francisco
5 and Oakland.
6 To demonstrate the need for direct High-Speed
7 Rail service to San Jose, 10th largest city in the
8 nation and largest in the Bay Area, consider the PH-L4-4
9 Authority's Draft Statewide Program EIR/EIS estimates
10 that, by 2010, the Mineta San Jose International Airport
11 will have more flights serving the Bay Area-Southern
12 California market than the Oakland and San Francisco
13 airports combined.
14 As one of the partner agencies in CalTrain, VTA
15 believes that the Pacheco Pass alignment is more PH-L4-5
16 consistent, as Mr. Helman has said, with CalTrain's
17 corridor-wide long-range plans.
18 As you also heard at earlier meetings as well
19 as this one, there is deep and justifiable concern with
20 the alignment that impacts the sensitive Don Edwards San PH-L4-6
21 Francisco Bay National Wildlife Refuge, the first urban
22 national wildlife refuge established in the United
23 States.
24 While there's ample reason to service the PH-L4-7
25 Sacramento-to-Bay Area commute traffic, we need to keep

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in mind the goal of High-Speed Rail, the way to provide fast, effective service between the state's largest population centers is through the Pacheco Pass alignment. PH-L4-7 Cont.

Finally, air traffic between the Bay Area and Southern California will continue to grow in the future. All three major airports in the Bay Area are severely constrained in terms of their ability to expand. The Bay Area-Southern California air traffic corridor is already one of the busiest in the nation and proposed to only get worse. Therefore the primary purpose of High-Speed Rail must be to provide a competitive, long-distance transit alternative between Northern and Southern California. We believe the Pacheco Pass alignment is the best alternative for serving -- for achieving that purpose. PH-L4-8

Many thanks for your consideration of our comments.

HONORABLE QUENTIN KOPP: Thank you. Thank you, Mr. Lawson.

David Dutton representing the Silicon Valley Leadership Group.

DAVID DUTTON: Good afternoon, Chairman.

HONORABLE QUENTIN KOPP: Good afternoon.

DAVID DUTTON: Thank you. And again, thank you for PH-L5-1

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taking the time for all these hearings for this critical project which we think helps put, really, California on the global map. Moving forward. PH-L5-1 Cont.

As you just mentioned, my name is David Dutton. I am chief executive officer of a company called Mattson Technology, which is a global semiconductor capital equipment company. I'm also a member of the Silicon Valley Leadership Group, and I'm the executive champion for the High-Speed Rail Project for that group. PH-L5-2

I also speak as a Tracy resident, which is just over the hill. And I commute daily into Silicon Valley. I utilize the ACE train, the Altamont Commuter Express, about twice a week. And I do that combined with a bicycle. In fact, most of my comments today were prepared while riding the train on Friday.

Overall, we're very happy with the progress the High-Speed Rail Authority has been making. And I think it's wonderful, and it's an exciting time to help move this forward. I really believe High-Speed Rail will really help maintain California as a competitive global economic engine. PH-L5-3

And I think it's critical, as the last speaker mentioned, about, as we alleviate local flights from our airports, it allows them to concentrate on international and long-haul domestic, which then allows us to interact PH-L5-4

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more competitively while not having to advance our airports beyond their current borders, which most of them are already constrained. So it really has a strong economic impact for the state beyond just, you know, looking at the commerce between the two areas. PH-L5-4 Cont.

From what I can see so far, I think the EIR and EIS really fairly framework the benefits of the projects and some of the concerns. I think recently it talks about rail moving forward, and, you know, talks a lot about the different amounts of, for example, the greenhouse gas improvements and that that High-Speed Rail is.

But if you look at what's happening today, in the Wall Street Journal on August 23rd, it was talking about this exact thing on the East Coast where ridership overall in the country is up by 6 percent. And to just get the impact, ridership on the New York-to-Boston corridor is up 20 percent this year, and that's effectively enough to fill 2,000 Boeing 757 jets. So you really start to see already the kind of impact this can have. And I think that's what we need to keep in the forefront moving forward. PH-L5-5

I believe in High-Speed Rail. I travel a lot globally, and I -- when I do travel globally in Europe and Asia, I do use high-speed rail between local cities.

I find it more efficient, and I can continue to get business done. PH-L5-5 cont.

As stated in the EIR, the High-Speed Train System, the primary purpose is to reliably link the major metropolitan and economic centers of the state. To serve this primary purpose, I believe that the best route choice is the High-Speed -- for the High-Speed train system is the Pacheco Pass. I believe this route is best because it best fits the purpose of the high-speed train EIR. PH-L5-6

The route also more seamlessly connects the key economic centers of Silicon Valley and the Los Angeles area. And I think it most effectively links Silicon Valley to the rest of the Bay Area, which has been a missing link so far in the economic connection between San Jose, Oakland, and San Francisco.

So I look at it as the primary objective of the California High-Speed Rail Authority is to help meet the travel needs of California's rapidly expanding population. And the most effective investment would be -- is maximizing service to areas where the demand is greatest and the alternatives are most limited. That means Los Angeles to the Bay Area via Pacheco Pass, to me. As I would personally like to see the Altamont route, I believe the corridor already has established PH-L5-7

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BART and the Altamont Commuter Express routes that can be extended to handle the population density increases of these bedroom community areas.

To help make the High-Speed Train -- the High-Speed Rail the most successful, we must combine existing assets with new assets. I believe the Pacheco Pass route achieves this best by new assets coming into the south Silicon Valley and then combining with portions of the High-Speed Rail through ACE and BART.

So thank you for your time, and I look forward to seeing this project move forward. PH-L5-7 Cont.

HONORABLE QUENTIN KOPP: Thank you.

DAVID DUTTON: Thank you.

HONORABLE QUENTIN KOPP: Thank you very much.

Robert Allen, who is a former member of the BART board of directors -- when I had more hair.

ROBERT ALLEN: Thank you, Judge Kopp.

At one time I supported and worked hard to get the Altamont Pass route, but I find that it is much better for High-Speed Rail to have simply two main routes in California: one from L.A. over Pacheco Pass to San Jose and up to San Francisco, and the other from L.A. area up the Central Valley to Sacramento, and that the concentration should be on those two routes. PH-L6-1

I would urge that the High-Speed Rail

Commission also look to taking over the Capitol Corridor and improving it, going by Mulford instead of Decoto. And the -- at one time, there was a narrow-gauge railroad that ran from Alameda through Mulford and down to Newark and went to San Jose and over to Santa Cruz out the pier. That was a narrow-gauge; it was taken over by the Southern Pacific and made standard gauge. But that route is only one track, and I think it should be made double track.

The Coast Starlight has used that for many years, much better route between San Jose and Oakland than going by way of Niles as they do now, as the Capitol Corridor does. With those three routes, you would have -- be able to have convenient stops at San Francisco, Oakland and at San Jose. You would be able to serve all three airports very easily with peoplemovers. PH-L6-1 Cont.

There is a tremendous demand for travel between the Bay Area and the San Joaquin Valley. I would urge that, if possible, the High-Speed Rail Commission help with getting a BART line extended, getting the Dublin-Pleasanton line extended out to the freeway, 580, to Greenville Road, underneath the westbound 580 ramps, lanes which are up high, and up into the old SP corridor, follow the old Altamont Pass road, go through

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Mountain House in Tracy to a joint intermodal station with the High-Speed Rail in the area around Manteca-Lathrop.

And so I think that BART would serve these commuters from the San Joaquin Valley much better than the High-Speed Rail. BART has a good distribution of stops. High-speed rail would have relatively few stops. It's -- would be convenient for people coming in, even going to San Jose, to come down to Bayfair, and transfer as they -- cross-platform transfer. PH-L6-1 Cont.

So I would urge that you concentrate High-Speed Rail on two major routes: one in the Central Valley, one by Pacheco Pass to San Jose and San Francisco, and that you try and help -- that you acquire the Capitol Corridor and improve it, and that you work with CalTrans, with BART, with everybody that's concerned to get BART extended to the Central Valley to a station, intermodal station, in Manteca.

Thank you.

HONORABLE QUENTIN KOPP: Thank you.

Bena Chang of the Silicon Valley Leadership Group.

BENA CHANG: Good afternoon. My name is Bena Chang. I'm here on behalf of the Silicon Valley Leadership Group. As you may know, the Silicon Valley PH-L7-1

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Leadership Group is a non-profit public policy trade association with over 200 member companies in Silicon Valley. PH-L7-1 Cont.

Dave Dutton, who is one of our CEOs and the executive champion for High-Speed Rail I think summarized our position very well, so I won't go into detail and do too much repeating. I just wanted to say that we sincerely appreciate the need to improve commuter rail service from the Central Valley into Silicon Valley. And that's why we were strong supporters of ACE and the efforts to expand the Capitol Corridor service. PH-L7-2

But we don't think that it makes sense to derail High-Speed Rail from its primary mission: Providing a fast, cost-effective, environmentally sound alternative to traveling by plane or highway between Northern and South -- Southern California. PH-L7-3

Instead, we need to improve ACE and Capitol Corridor lines. So again, we believe that the Pacheco Pass option is the best option for north-and-south connection in California.

Thank you very much for considering our views.

HONORABLE QUENTIN KOPP: Thank you.

Lauri Moss of the Silicon Valley Leadership Group and, in her other life, from SVB Financial Group.

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LAURI MOSS: Thank you very much. I am Lauri Moss, and I am here representing, as an executive, SVB Financial Group. I am also the co-chair of the SVLG -- Silicon Valley Leadership Group -- transportation policy committee. Silicon Valley Financial Group, we are a financial services firm that focuses on providing financial services and banking services to technology companies, life science companies, and private equity. PH-L8-1

In California, SBV Financial Group maintains offices in Silicon Valley, San Francisco, as well as Irvine, Los Angeles, and San Diego. So consequently, we would welcome the construction of High-Speed Rail connecting Northern and Southern California. High-Speed Rail would offer a welcome alternative to long airport waiting lines and last-minute flight cancellations for many of my colleagues and clients, so long as the train service was fast, frequent and reliable. PH-L8-2

That is why we believe the best route for High-Speed Rail into Bay Area is via Pacheco Pass. Every train traveling to the Bay Area via this route would stop in San Jose before heading to San Francisco or Oakland. This would provide greater service frequency to all the cities over the alternative. It would also provide faster service to San Jose and San Francisco, which are projected to generate the highest PH-L8-3

levels of ridership.

If High-Speed Rail entered via Pacheco, it would also help electrify, grade-separate CalTrain from Gilroy to San Francisco. This would substantially improve local computer rail service while improving pedestrian safety and relieving traffic on the area streets and roads. PH-L8-3 Cont.

For these reasons, we respectfully urge you to select the Pacheco Pass alignment for the preferred route for high speed into the Bay Area. PH-L8-4

Thank you for considering our views.

HONORABLE QUENTIN KOPP: Thank you. I remind people, if you haven't done so and you wish to be heard, please complete one of the cards over on the table.

Mark Grew -- Mark Green of Union City.

MAYOR MARK GREEN: I'll give some leavening to the Pacheco Pass supporters here. I'm Mark Green, Mayor of Union City. I've been a strong supporter of High-Speed Rail in the 11 years since this has been put together.

I do think we need High-Speed Rail up and down the entire state. It was mentioned earlier about the need for airport gridlock relief, car gridlock relief, air quality, smart-growth concentration, et cetera. And I think all this fits into this. I also urge this board to keep pressing hard. I do think we need to have this PH-L9-1

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1 actually on the ballot in 2008. I've waited -- I've PH-L9-1
2 told my own local people up in Sacramento that this
3 needs to be on the ballot next year.
4 HONORABLE QUENTIN KOPP: It is on the ballot.
5 MAYOR MARK GREEN: I know. It needs to stay there. PH-L9-2
6 HONORABLE QUENTIN KOPP: And it takes a two-thirds
7 vote of each house of the legislature to remove it.
8 MAYOR MARK GREEN: Good. And I hope it --
9 HONORABLE QUENTIN KOPP: So the burden is on those
10 who might have the effrontery to want to remove it.
11 MAYOR MARK GREEN: Good. I hope that no one from
12 the East Bay is in that category.
13 To me, the reading that I've done on this
14 recently since the report came out, I think, in July is
15 a very clear pointing to the Altamont Pass as the best
16 way to enter the Bay Area. Certainly we are looking at
17 ways to getting to Southern California, but also for the
18 Bay Area, we have a large need to getting into PH-L9-3
19 Sacramento. And the time frame is basically double
20 going to the Pacheco Pass out of the Bay Area versus
21 taking the Altamont Pass.
22 Also, if you look at the environmental X's and
23 O's, it seems to be clearly the better way to come in.
24 And I would say also that, if you're looking at
25 something realistic, something that needs to be done --

27

1 and not in the year 2099 but hopefully by 2015 or '20 --
2 is that in terms of money, certainly the best bang for
3 the buck is coming through the Altamont Pass.
4 And I will sound like a Homer here, and I don't
5 mean Bart Simpson's dad or the great Greek poet. But
6 certainly the -- again, just looking at the only figures
7 that came out, the highest ridership per billion is
8 coming into Union City and spiraling off, off of that PH-L9-3 Cont.
9 first entry into the Bay Area. So I do think that the
10 Altamont Pass, again, from what I've been reading, is
11 the best way to come in.
12 I think Mayor Newsom got something right when
13 he said it was a no-brainer, but he came to the wrong
14 conclusion. I think it was a no-brainer as to coming to
15 the Altamont Pass. And I do hope -- I would say this in
16 conjunction with him, but I do hope that more
17 politicians around the Bay Area start getting behind
18 this a lot stronger than what they have over the last
19 decade.
20 Thank you.
21 HONORABLE QUENTIN KOPP: Thank you.
22 Member of the Kern County Board of Supervisors,
23 the Honorable Michael Rubio, who is also chairman of the
24 San Joaquin Valley Policy Council.
25 Good to see you again, Supervisor.

28

Livermore Public Hearing Transcripts – Continued

MICHAEL RUBIO: Good to see you, Chairman, Mr. Morshed. It's a pleasure to be before you again. And I want to take advantage of this opportunity to thank you for making your way throughout the northern part of California and soon to be the Central Valley as well.

Quickly to my point, I am going to jump on the bandwagon with the gentleman that just spoke now and declare that the Altamont Pass is the preferred route when you ask the region of the San Joaquin Valley. And if you recall my theme before you in San Francisco is, simply put, that what makes the High-Speed Rail work is the San Joaquin Valley. And it makes it work because of the ridership.

And there's been a lot of talk Friday in San Jose, when I was in San Francisco, and again today regarding High-Speed Rail being this artillery that's going to transport people from San Francisco to Los Angeles. And often in conversation, that is how it is described. But I'm here to say that it is not just that. In fact, if you look at your projections, the service from Los Angeles to San Francisco market added the 11 markets that was in your forecasting report, it came in at No. 8. No. 1 and No. 3 were transporting passengers within the San Joaquin Valley. And then the

PH-L10-1

third was transporting passengers from the San Joaquin Valley to San Francisco and, respectively, Los Angeles.

So I think, as you sit down and negotiate and determine what are the routes that you're going to establish -- because I am one that thinks optimistically that not only is it going to be on the ballot but that one day for my nine-month-old little daughter, we're going to be able to talk about what high school is like while we're traveling on the High-Speed Rail because -- it's not going to be college, but it's going to be high school because we're going to get it within that time frame.

PH-L10-1 Cont.

But when we do, it's important that we set routes that are good for the entire state. And obviously, I don't think I need to get into the economic impact that the High-Speed Rail is going to have on the San Joaquin Valley. But I would like to talk about some of the regional planning that's taking place today within the San Joaquin region.

The Governor, as you know, has made it a top priority within his cabinet. I can't tell you, I've never seen as many cabinet members from his -- from any governor's administration before as there is with the Governor's Partnership for the San Joaquin Valley. We're holding a number of meetings that involve regional

PH-L10-2

Livermore Public Hearing Transcripts – Continued

1 planning, land-use issues, the Williamson Act. And I'll
2 tell you that, even beyond that, they have set in motion
3 the blueprint, planning, organization, to set out how
4 we're going to plan for the next 20, 30, 40 and 50
5 years.
6 And when you look at these regional efforts
7 that are being made throughout the entire San Joaquin
8 Valley, they all dovetail with one route when you
9 consider the Altamont and the Pacheco. And clearly, the
10 blueprint process, the Governor's partnership that's
11 looking at regional planning, they all work best with
12 the Altamont route.
13 And so I think it's for that reason alone that,
14 I think, in planning for the next 20, 30, 40, 50 years,
15 if the region that's going to make it work is moving in
16 an effort that's going to plan in a fashion that works
17 best with a particular route, that is the clear choice
18 and the route that should be chosen for construction and
19 for future development of this particular project.

PH-L10-2 Cont.

20 And I'll only close with this. When I left San
21 Francisco, Mr. Chairman, I missed my flight.
22 And it was my 30th birthday. It's kind of a big
23 milestone. My wife had planned this big celebration
24 which was going to be surprise. I wasn't aware of it,
25 hence the surprise. And when I missed my flight in San

PH-L10-3

1 Francisco -- I was there within 30 minutes, but
2 unfortunately, now with the new rules at the airport,
3 they will not let you through the checkout or the area
4 where they check you if you're not there beyond 45
5 minutes or so.
6 So I had to go rent a car and drive all the way
7 back to Bakersfield, and I got stuck in traffic. And I
8 just thought it was worthy to note that I didn't get
9 home till almost midnight on my own 30th birthday for a
10 celebration. My friends did stay, but I thought that
11 was just a funny note. I'm driving four and a half
12 hours thinking, "I went to a High-Speed Rail meeting.
13 It sure would have been nice to have the High-Speed Rail
14 and have been home in about an hour and 45, two hours."
15 So with that -- is a real live story for you,
16 sir, together with some suggestions as to the particular
17 route that should be chosen and obviously advocating on
18 the entire San Joaquin Valley. So thank you very much.

PH-L10-3 Cont.

19 HONORABLE QUENTIN KOPP: Well, thank you. Thank
20 you. And we're sorry that the airlines failed you.
21 That exhausts all the cards which have been
22 delivered to me. I will receive testimony because the
23 public hearing is scheduled on notice from 4:00 to 6:00.
24 And members of the staff will remain to talk
25 individually and informally to anybody.

Livermore Public Hearing Transcripts – Continued

But if there is no other person who desires to be heard, then I want to thank everybody for their time and their attention and declare that this public hearing is closed.

Thank you.

(Telephone interruption)

BONNIE NELSON: The cities of Livermore, Pleasanton, Dublin, San Ramon, and Tracy, along with BART directors, a member of the County Board of Supervisors, and our partners in San Joaquin Valley are very interested in pursuing a High-Speed Rail solution that splits High-Speed Rail service to provide long-haul, statewide service over the Pacheco Pass and high-speed regional and expanded ACE service over the Altamont. PH-L11-1

While this division may be more costly, it will minimize impacts in both corridors while combining the clear advantages of Altamont for the Sacramento-San Joaquin-Bay Area travel markets with the desire for Southern California-Northern California connections through Silicon Valley.

MAYOR MARK GREEN: Mark Green, Mayor of Union City.

I believe that a low trestle across the Dumbarton Bridge corridor is a preferred bridge alternative for the Altamont Pass crossing as you would PH-L12-1

33

come across from Union City to the Peninsula. PH-L12-1 Cont.

(Whereupon, the proceedings concluded at 6:00 o'clock p.m.)

34

Livermore Public Hearing Transcripts – Continued

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 11th day of September, 2007.

DEBORAH FUQUA
CSR NO. 12948

35

Responses to Livermore Public Hearing Transcripts

PH-L1-1

The Authority and FRA acknowledge the comments from the Tri-Valley Policy Advisory Committee.

PH-L1-2

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

PH-L1-3

Connectivity with the regional rail system is an important consideration for the HST stations.

The Authority is currently working with regional stakeholders to review priorities and possible funding options for improvements to commuter rail services in the Altamont Corridor. Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative and Chapter 8 of this Final Program EIR/EIS.

PH-L1-4

The Authority and FRA acknowledge the comments from the Tri-Valley Policy Advisory Committee.

PH-L1-5

The Authority and FRA appreciate the offer to ask questions of Livermore Mayor Lockhart.

PH-L1-6

The Authority and FRA acknowledge the composition of the representatives on the Tri-Valley Policy Advisory Committee.

PH-L1-7

The Authority and FRA acknowledge the tenure of the Tri-Valley Policy Advisory Committee.

PH-L2-1

In response to public requests, the Authority and FRA added two additional public hearings in Stockton and Sacramento on the Draft Program EIR/EIS.

PH-L2-2

The Authority and FRA acknowledge the comments from the Regional Policy Council for the San Joaquin Valley.

PH-L2-3

The Authority and FRA acknowledge the Regional Policy Council for the San Joaquin Valley's support for the Altamont Pass Alternative.

As evidenced by the public comments on the Draft Program EIR/EIS, strong support and opposition was expressed for both the Altamont and Pacheco Pass alternatives. Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. The underlying reasons for this identification are presented in Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative and Chapter 8 of this Final Program EIR/EIS.

In terms of the HST project purpose and need, service to the fast-growing San Joaquin Valley is viewed as a critical part of the statewide system. The HST system approved at the conclusion of the statewide program EIR/EIS includes corridors and stations for HST service through the entire Central Valley from southern California to Sacramento. This has not changed. The subject at hand is the service connecting the Central Valley to the Bay Area, but the Authority Board has clearly stated its intent to serve the entire Central Valley.

Consistent with the current statewide bond measure for 2008, the Authority Board has selected as its first phase the line from Anaheim to the Bay Area, and has stated its intent to subsequently add service to both Sacramento and San Diego. The first phase of the 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.

The staff recommendation recognizes the desire to serve the full Central Valley. While the Pacheco Pass is identified as the Preferred Alternative in this Final Program EIR/EIS—the primary north/south alignment between southern and northern California—the Authority, working with regional stakeholders regarding additional commuter rail improvements in the Altamont Corridor, is pursuing high-speed rail bond funds for such improvements.

The exact nature of these improvements has not been defined, but it is clear that improvements to train services in the Altamont Corridor would provide additional mobility and accessibility to Central Valley residents and would likely involve improvements in the Central Valley. The Authority and regional partners, including the Central Valley, need to define the priorities for these improvements.

It is envisioned that this approach would involve incremental improvements in the Central Valley and Altamont Corridor during the initial phase of the adopted phasing plan, and these improvements could come before the development of the Pacheco Pass portion of the HST alignment.

Please see Response to Comment L019-3 regarding the Authority's intent to provide service to the San Joaquin Valley. The Authority and FRA understand that there are important trade-offs among the geographic areas by the various alternatives. For instance, the Pacheco Pass alternative would serve the growing Monterey County and Monterey Bay area, and the northern San Joaquin Valley area—north of Merced—would still be served by the planned extension of the HST system to Sacramento.

Please also note that, for the Altamont Pass alternative serving San Jose and San Francisco, some of the trains would travel south to San Jose and some would cross the Bay into San Francisco, thus reducing the train frequencies to each of these urban areas.

PH-L2-4

The Authority and FRA are well aware of the importance of the Central Valley to the ridership and success of the proposed HST system. Please see Response to Comment PH-L2-3.

PH-L2-5

Please see Response to Comment PH-L2-3.

PH-L2-6

The Authority and FRA acknowledge the comments from the Regional Policy Council for the San Joaquin Valley.

PH-L3-1

Potential impacts on the Don Edwards Wildlife Refuge Preserve were among the reasons for identification of the Pacheco Pass alternative 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.

PH-L3-2

The Pacheco Pass Preferred Alternative identified in this Final Program EIR/EIS provides direct (one-line) service to San Jose and San Francisco, as noted in this comment. This was among the reasons for its identification as a Preferred Alternative. Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-L3-3

The ability to use the existing Caltrain Corridor is among the reasons for identification of the Pacheco Pass as the Preferred Alternative in this Final Program EIR/EIS, which is consistent with Caltrain's strategic planning for the year 2025.

PH-L3-4

The Pacheco Pass alternative identified in this Final Program EIR/EIS includes electrification and grade separation of the Caltrain Corridor, consistent with Caltrain's strategic plan.

PH-L3-5

The Preferred Pacheco Pass Alternative is supported by the Peninsular Corridor Joint Power Board (Caltrain), which views the HST service as a major improvement to overall rail service in the Caltrain Corridor with the development of a fully grade-separated, electrified, four-tack system. The HST system is viewed as an adjunct to the Caltrain service—a fully supportive and complementary service – by taking train riders from the more local stations to the HST stations. This rail feeder service approach has been shown to be highly effective for other HST systems in Europe and Japan.

PH-L3-6

Comment acknowledged.

PH-L3-7

Comment acknowledged.

PH-L4-1

The Authority and FRA acknowledge the comments from Mr. Lawson.

PH-L4-2

Pacheco Pass has been 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 also see Responses to Comment Letter L015 from the Santa Clara Valley Transportation Authority.

PH-L4-3

Pacheco Pass has been identified as the Preferred Alternative in this Final Program EIR/EIS for among the reasons provided by this commenter. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-L4-4

Comment acknowledged.

PH-L4-5

Please see Response to Comments PH-L3-3 and PH-L3-6.

PH-L4-6

Potential impacts on the Don Edwards Wildlife Refuge Preserve were among the reasons for identification of the Pacheco Pass Alternative as the Preferred Alternative in this Final Program EIR/EIS. Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-L4-7

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

PH-L4-8

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

PH-L5-1

The Authority and FRA acknowledge the comments from Mr. Dutton.

PH-L5-2

The Authority and FRA acknowledge the comments from Mr. Dutton.

PH-L5-3

The Authority and FRA appreciate Mr. Dutton's support for the HST system.

PH-L5-4

Chapter 1 discusses the purpose of and need for an HST system in California, consistent with this comment.

PH-L5-5

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

PH-L5-6

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

PH-L5-7

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

PH-L6-1

Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative for among the reasons stated by this commenter. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative. Comments regarding regional rail services are acknowledged.

PH-L7-1

The Authority and FRA acknowledge the comments from Bena Chang representing the Silicon Valley Leadership Group. Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative for among the reasons stated by this commenter. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-L7-2

The Authority is working with regional partners on the review of additional improvements in the Altamont Corridor and is pursuing high-speed rail bond funds for such improvements.

The exact nature of these improvements has not been defined, but it is clear that improvements to train services in the Altamont Corridor would provide additional mobility and accessibility to Central Valley residents and would likely involve improvements in the Central Valley. The Authority and regional partners, including the Central Valley, need to define the priorities for these improvements.

It is envisioned that this approach would involve incremental improvements in the Central Valley and Altamont Corridor during the initial phase of the adopted phasing plan, and these improvements could come before the development of the Pacheco Pass portion of the HST alignment.

PH-L7-3

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.

PH-L8-1

The Authority and FRA acknowledge the comments from Ms. Moss representing the Silicon Valley Business Group and the Silicon Valley Leadership Group.

PH-L8-2

Chapter 1 discusses the purpose of and need for an HST system in California, consistent with this comment.

PH-L8-3

Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative for among the reasons stated by this commenter. Please see Standard Response 3 and Chapter 8.

PH-L8-4

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

PH-L9-1

Chapter 1 discusses the purpose of and need for a HST system in California, consistent with this comment.

PH-L9-2

The Authority and FRA appreciate Mayor Green's support for the HST system.

PH-L9-3

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

PH-L10-1

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

PH-L10-2

Please see Response to Comment Letter L034-1 from the California Partnership for the San Joaquin Valley.

PH-L10-3

Chapter 1 discusses the purpose of and need for an HST system in California, including the need for a reliable HST alternative.

PH-L11-1

Pacheco Pass is identified in this Program EIR/EIS as the Preferred Alternative for among the reasons identified by this commenter. Please see Standard Response 3 and Chapter 8. Please also see Response to Comment PH-L7-2.

PH-L12-1

A bridge at the Dumbarton crossing would need to be high enough for the navigational channel. Please see Response to Comment O007-22 regarding retrofitting the existing Dumbarton Bridge.

Comment Letter PH-L13 (Bonnie Nelson, Tri-Valley Policy Advisory Committee, August 27, 2007)

FLY CALIFORNIA

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

PH-L13

SPEAKER CARD

Comments will be time limited, depending on the number of speakers. Please submit this card to the meeting facilitator.

Name: Bonnie Nelson

Representing: Tri-Valley Policy Advisory Committee

U.S. Department of Transportation Federal Railroad Administration

Comment sheets are available at the sign-in table for written comments.

8/27

The Cities of Livermore, Pleasanton, Dublin, San Ramon + Tracy along with BART directors, County Bd of Supes members and our partners in San Joaquin Valley are very interested in pursuing a solution that splits HSR service to provide long-haul statewide service over Pacheco Pass, and HS Regional and expanded ACE service over the Altamont. While this division may be more costly, it will minimize impacts in both corridors while combining the clear advantages of Altamont for the Sacramento-San Joaquin-Bay Area travel markets with the desire for So Cal - No Cal connections through Silicon Valley.

PH-L13-1

Response to Letter PH-L13 (Bonnie Nelson, Tri-Valley Policy Advisory Committee, August 27, 2007)

PH-L13-1

Please see Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative and Response to Comment PH-L7-2.

Public Hearings Comments

Merced

Merced Public Hearing Transcripts, August 30, 2007

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

MERCED COUNTY ADMINISTRATION BUILDING

BOARD CHAMBERS

2222 M STREET, THIRD FLOOR

MERCED, CALIFORNIA

AUGUST 30, 2007

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REPORTED BY: DEBORAH FUQUA, CSR#12948

A P P E A R A N C E S

FRAN FLOREZ
Vice-Chairperson
California High-Speed Rail Authority
(Moderator)

ROD DIRIDON
Board Member
California High-Speed Rail Authority

MEHDI MORSHED
Executive Director
California High-Speed Rail Authority

CARRIE POURVAHIDI
Deputy Director
California High-Speed Rail Authority

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Merced Public Hearing Transcripts – Continued

P U B L I C S P E A K E R S

Stacie Dabbs for Congressman Dennis Cardoza	PH-M1	Larry Miller	PH-M13
		Charles E. White	PH-M15
John Pedrozo	PH-M2	Dennis Pinion	PH-M16
Larry Salinas	PH-M3	Rod Webster	PH-M17
Peter E. Weber	PH-M4	Tom Grave	PH-M18
Brad Aborn	PH-M5	Ken Gosting	PH-M19
Scott Haywood	PH-M6	Ruth Sellers	PH-M20
Andrew Chesley	PH-M7	Joe Rivero	PH-M21
Vince Roos for Congressman Costa	PH-M9	Bill Sanford	PH-M22
		Annette Allsup	PH-M23
Lee R. Boese Jr., D.D.S.	PH-M14	DeeDee D'Adamo	PH-M24
Carl Pollard	PH-M8	Uday Bali	PH-M25
Lee Snyder, M.D.	PH-M10	Rick Osorio	PH-M6
Dianne Fritz	PH-M11	Trevor Albertson	PH-M27
Dr. David Lighthall	PH-M12	JoAnne Clarke	PH-M28
		Carolyn Vara	PH-M29

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Thursday, August 30, 2007 4:15 o'clock p.m.

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P R O C E E D I N G S

(Following proceedings transcribed from audio tape)

VICE-CHAIRPERSON FRAN FLOREZ: Good afternoon. I think we're just about ready to start, so those of you who haven't found a seat....

Just to give you a heads up, we do have a couple of folks from the Authority who haven't arrived. And they'll be here shortly, and we'll try to maybe pause and make introductions at that time. Our court reporter also is on his or her way; I don't know who it is. But we have a way to record the hearing.

So at this time, let me just introduce myself. My name is Fran Florez, and I'm the vice-chair for the California High-Speed Rail Authority. To my left is Carrie Pourvahidi, a deputy director.

And I want to say first of all, thank you. This is great. There are a number of you here. Welcome, and I'm glad that you're here so that you can provide us with testimony so that we can make a very good decision when the time comes.

So we're going to go ahead and begin. You know, we've got maybe from now until maybe a little

Merced Public Hearing Transcripts – Continued

after 6:00 or however long it's going to take.

We don't have that many people that are going to speak, so we won't put a time limit. However, I would request that, if you're here representing a group, if you can choose your spokesperson and maybe make your presentation. And if you need to expand on it, that would be wonderful.

So we're here to take testimony from everyone who wants to do so. So may I call -- first of all, I would like to call Stacie Dabbs from Congressman Dennis Cardoza's office.

And just to give you a kind of a heads up of who is on first or whatever that saying goes, I don't know, the Honorable John Pedrozo, our county supervisor from Merced County, will come up next.

Thank you.

STACIE DABBS: Thank you. I would like to read into the record written testimony that will be provided on behalf of Congressman Dennis Cardoza.

"I appreciate that opportunity to provide comment to the California High-Speed Rail Authority regarding the draft program EIR/EIS. I concur with the Authority's conclusion that our existing transportation system does not meet California's current transportation needs, much less the demands of our PH-M1-1

growing population. With growth in the state projected to increase by almost 50 percent by the year 2050, it is crucial that we act now to meet this state's transportation infrastructure needs. High-Speed Rail offers a commonsense solution to our state's transportation, congestion, and air quality challenges and also provides vision for our state's infrastructure and economic future. PH-M1-1 cont'd

"High-Speed Rail offers tremendous benefits to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought economic opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability, and longer travel times.

"Additionally, the I-5 and Highway 99 corridors provide the major surface transportation link between the northern and southern parts of the state. As main arteries of the state's transportation system, it is especially important for the High-Speed Rail Authority to consider the unique challenges and needs of the Central Valley when evaluating the draft program EIR/EIS.

"The Central Valley ranks among the worst air PH-M1-2

Merced Public Hearing Transcripts – Continued

quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has recently been designated as an extreme non-attainment area for ozone. The extreme non-attainment designation is shared only with the Los Angeles air basin. PH-M1-2 cont'd

"A high-speed rail system with links up and down the Valley will help to alleviate our air quality and congestion problems. I appreciate the Authority's analysis of our air quality benefits and impacts which estimate a significant decrease in criteria pollutants with High-Speed Rail and wish to underscore the importance of the Authority's consideration of air quality benefits as it evaluates the draft program EIR/EIS, particularly in extreme non-attainment regions.

"The draft program EIR/EIS concludes that development, construction, operation and maintenance of the High-Speed Rail will result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation, such as Merced County, I believe the potential this project brings for economic development in the Valley is especially important. PH-M1-3

7

All too often, the Central Valley lags behind economic development and job growth experienced in other areas of the state. PH-M1-3 cont'd

"As you consider alignment options, I would like to stress the importance of linking the entire Central San Joaquin Valley with the other major urban areas of the state, connecting Valley communities together, and connecting the Valley to other major urban areas of the state, opening greater economic, educational and cultural opportunities to the Valley.

"Additionally, I strongly urge the Authority to incorporate the selection of a main repair and maintenance facility and related test tracks in Merced County at Castle Airport Aviation and Development Center, also known as the former Castle Air Force Base. The draft program EIR/EIS outlines the High-Speed Rail System's needs for a main repair and maintenance facility. The Castle Airport Aviation and Development Center is an ideal location for such a repair and maintenance facility. Castle meets the outward criteria and carries with it the added benefit of public ownership, available land, and opportunities to connect to other rail and air services. PH-M1-4

"I commend the Authority Board Members and staff for their diligent work on the draft program PH-M1-5

8

Merced Public Hearing Transcripts – Continued

EIR/EIS. I recognize there is much work to be done on the document and that funding is not assured for this project. This should not let us lose sight of a vision and of our goal. It is my hope that these funding challenges will provide the Authority with the opportunity to further improve proposals for financing of this project, especially for reaching out to the private sector to develop public-private partnerships in order to fully realize the goals of High-Speed Rail. PH-M1-5 cont'd

"I appreciate the opportunity to provide my comments and look forward to working with the Authority on this project."

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you very much.

Now if I could call on chairman of the board of supervisors for Merced County, John Pedrozo.

JOHN PEDROZO: Thank you, and welcome to Merced. We appreciate the opportunity to speak at this public hearing and are pleased that the additional public hearing has been scheduled in Stockton on September 18th. I want to thank the High-Speed Rail Commission for coming to Merced County to hold this meeting. The Central Valley is poised for great growth, and there is a tremendous opportunity here. We appreciate the PH-M2-1

opportunity to have the people from our communities have easy access to public hearings in our area. PH-M2-1 cont'd

As the Merced County Board of Supervisors' representative for rail issues and as a supporter of passenger rail, I believe the proposed California High-Speed Rail System may hold the answers to many of the problems that we face in the region and the state.

Air quality is consistent concern around the state, but especially here in the Valley. The proposed High-Speed Rail System can help reduce congestion of automobiles on our highways. By reducing congestion, the system will help reduce air pollution and will improve the quality of life to meet the increasing growth of our state. PH-M2-2

As our state and region continue to grow, we have learned that passenger air service also needs to be supplemented with service on the ground. By adding high-speed rail service throughout the state, we would also be able to reduce congestion on intra-state air traffic.

I'm here to support the California High-Speed Rail System and support the system connecting the Central Valley to Northern California and the Bay Area and Southern California. PH-M2-3

Since we are in the heart of San Joaquin PH-M2-4

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Valley, Merced County must be an integral part of the entire system and how it will come together. We appreciate that Merced has been included as a tentative station on the proposed routes and pledge our continued support for that station. PH-M2-4 cont'd

In addition, Merced County has incredible assets at our disposal in the form of Castle Air Force Base, now known as Castle Commerce Center. Merced County has long planned a full reuse of the old air base. This project would fit well in the long-term plans for Castle, utilizing the commerce center as a maintenance/construction hub for the system. PH-M2-5

It is centrally located at an already existing rail line, and there is space available for use. I feel strongly that the High-Speed Rail can move California and the Central Valley over to meeting current and future transportation demands. PH-M2-6

And I know Merced County should and will have a very essential role in the completion of this project.

Thank you for this opportunity, and we look forward to seeing this project progress. Thank you very much.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you Supervisor, and thanks for letting me sit in your

11

chair.

I'd like to call next Mr. Larry Salinas, representing UC Merced.

And then Pete Weber, you'll be on next.

LARRY SALINAS: Good afternoon, Commissioner Florez, welcome to Merced County. I'm Larry Salinas, Executive Director of Governmental Relations Group, UC Merced, and I'm here to present a letter on behalf Chancellor Steve Kang.

Some of the points within the letter were covered by a previous speaker from the Congressman's office and also were stated by Supervisor Pedrozo. So I won't repeat verbatim, but I would like to extrapolate from this letter and note that there is another constituency here that would be served by a high-speed rail service into the Central Valley, and that is the UC Merced students. And I want to point out that they are already actively involved in the community issues and activities. And I want to point out that some of them are here -- if you would stand -- that they're already taking part in civic duties. PH-M3-1

VICE-CHAIRPERSON FRAN FLOREZ: All right. Welcome.

That's the future of California.

LARRY SALINAS: You're correct. That is the

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1 future of California. PH-M3-1 cont'd
2 And I think in large part, one of the needs
3 that needs to be recognized is actually for students
4 that are looking to access UC Merced. These high-speed
5 trains would provide great enhanced access to the
6 campus for not only the students, but faculty, staff
7 and colleagues from other universities and other
8 visitors throughout the state and the nation.
9 In addition, the High-Speed Rail would permit
10 students from both Northern and Southern California, of
11 which we have about 30 percent of our student
12 population from the Southern California region and
13 about 27 percent from the Bay Area -- they would be
14 excited to have something of this caliber to bring them
15 from home to school.
16 But also very important, it was stated about
17 the air quality and the air quality challenges in the
18 Central Valley. And no one is immune from that.
19 Having high-speed rail service would certainly
20 dramatically reduce the number of automobiles currently PH-M3-2
21 commuting to the campus. And we would also love to see
22 that it would be significantly impacting the Valley's
23 air quality, which, of course, is a major health
24 concern and an area that's being studied and researched
25 today at UC Merced.

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1 I want to again welcome you to Merced County, PH-M3-3
2 and I want to offer the Chancellor's letter of support
3 for the High-Speed Rail Initiative and also echo the
4 attention and the need to look at, perhaps, considering
5 Castle Air Force Base as a maintenance hub as well.
6 And this letter will be copied to our congressional PH-M3-4
7 member, our state legislators and the board of
8 supervisors.
9 VICE-CHAIRPERSON FRAN FLOREZ: Very good, yes.
10 Thank you.
11 And if I could call an Mr. Peter Weber from
12 the California Partnership.
13 PETER WEBER: Good evening, Mrs. Florez. It's a
14 pleasure to be here. I serve on the California
15 Partnership Board, and I'm here today to provide the
16 Board an update on our working position on High-Speed
17 Rail as adopted by the board of the Partnership.
18 As you know by now, having listened to other
19 representatives of the Partnership in previous hearings PH-M4-1
20 in the Bay Area, the Partnership is a unique
21 public-private conglomeration created by Governor
22 Schwarzenegger to develop what the Governor calls a
23 strategic action proposal to improve the economic
24 vitality and quality of life for Valley residents.
25 The plan was developed, and we have now moved

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1 into implementation. High-Speed Rail is considered by PH-M4-1 cont'd
2 the Partnership as foundational to the future
3 prosperity of the San Joaquin Valley. Over the past 20
4 years, while the population increased by 60 percent,
5 our VMT, our vehicle miles traveled, increased by 150
6 percent, two and a half times as much. We just simply
7 cannot continue to live this way, particularly in a
8 region that is now generally acknowledged as having the
9 worst air quality in the nation, with 80 percent of our
10 NOx emissions coming from mobile sources.
11 We simply must find better ways of moving PH-M4-2
12 people and goods, and High-Speed Rail is the answer to
13 the -- a better way of moving people. For those who
14 may not be aware of this, 44 percent of all expected
15 ridership on the bullet train involves people who would
16 be traveling in and out of the Valley or within the
17 Valley.
18 I'm content to let the folks in the Bay Area
19 and Los Angeles think that this is all about getting to
20 L.A., from L.A. to San Francisco as quickly as
21 possible, but that, as it turns out, is only about 12
22 percent of the projected ridership.
23 This is really about interconnecting the three
24 major regions of the state and has huge implications to
25 the benefit, certainly, of the Valley but also to the

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1 benefit of all Californians. That is why the PH-M4-2 cont'd
2 Partnership took a strong advocacy position with the
3 Governor and the legislature in support of funding the PH-M4-3
4 Authority at a level that would enable us to make
5 progress toward making this long-held dream into
6 reality.
7 I hesitate to mention this, but I'm afraid I
8 remember when Jim Costa and John Garamendi and others
9 were first talking about this almost 20 years ago.
10 I want to congratulate the Board and the staff
11 for preserving $20.5 million in the state budget. And
12 if we in the Partnership were in some way helpful, I
13 congratulate us as well.
14 As you've been told earlier, the Partnership PH-M4-4
15 held a special meeting of Valley stakeholders on August
16 9th on High-Speed Rail, obtaining comments from a large
17 and diverse group of stakeholders from the eight-county
18 region. The following day, the board of the California
19 Partnership adopted a working position that opened the
20 question of our preference for routing alternatives to
21 the Bay Area. That question has now been resolved.
22 So we are submitting to you today a revised working
23 position.
24 The main changes to what you have seen before
25 are as follows: First, our position is that the

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Merced Public Hearing Transcripts – Continued

High-Speed Rail Authority should evaluate the economic viability of developing both the Altamont and Pacheco Pass routes to see if each one of those routes, on its own merits, will generate an economic surplus. PH-M4-4 cont'd

If it does, then we would like to see both routes implemented. If it turns out that that is not viable, that only one of the two routes can be implemented, or if it turns out that one of the two routes must be implemented first, they cannot be implemented concurrently, then our strong preference is for the Altamont route.

The second revision in our position statement also makes it clear that we think it's important for Amtrak to continue to be supported as an adjunct rail system to the high-speed train. PH-M4-5

For those who may not have previously heard the position statement from the Partnership, the additional elements to the statement are that High-Speed Rail needs to serve the entire San Joaquin Valley, Bakersfield to Sacramento, and the region must stay together as it works towards implementation of the initiative. PH-M4-6

Second, the High-Speed Rail ballot measure must stay on the 2008 ballot. And we offer our support of whatever we can do to make sure that that happens

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and not only that it stays on the ballot but that it gets approved by the voters. PH-M4-7 cont'd

Third, the federal government needs to contribute to the High-Speed Rail project. Congress should seriously consider the establishment of a federal high-speed rail authority with powers similar to those of the California High-Speed Rail Authority. PH-M4-8

As you know, Senators Feinstein and Boxer and a number of the members of our federal delegation, including Congressman Costa, I believe Congressman Cardoza as well, have all joined together to try to make that happen.

Passenger rail is also a priority for the Valley in its immediate-needed demand, while the High-Speed Rail initiative will address mid- and long-term demand. PH-M4-9

We also pointed out in our position statement the land use patterns are a critical success factor for High-Speed Rail. The blueprint regional planning process needs to be tightly connected to the efforts to implement High-Speed Rail in the Valley. PH-M4-10

And finally, the route between San Joaquin Valley and the Bay Area will have a significant impact on the Valley being served as an entire region. PH-M4-411

I want to close by thanking the Authority for PH-M4-12

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scheduling the second meeting in Stockton. We think that you're going to see a lot of interest in the Valley. And one meeting clearly isn't going to be enough. And so we appreciate your quick response to our request for a second meeting, which I understand is going to be held in Stockton on September 18th. PH-M4-12 cont'd

Thank you very much.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

If I can call on -- representing the Board of Supervisors from Mariposa County, Brad Aborn.

BRAD ABORN: Good afternoon. I'm Brad Aborn, Supervisor from Mariposa County. And we have a position letter that was approved unanimously by our board of supervisors here recently. And I would like to read that to you as a position statement.

Mariposa County is the oldest member of the San Joaquin Valley Rail Committee, and as such, we are very concerned about the plans and implementation of future High-Speed Rail transportation. As we progress through the planning stage for the High-Speed Rail route between Los Angeles through the San Joaquin Valley to San Francisco, we are approaching a very critical decision point regarding the route to traverse the Diablo Mountain Range into the San Francisco Bay Area and into the city of San Francisco. PH-M5-1

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Historically, the Altamont Pass has been recognized by most as the preferred route compared to the Pacheco Pass to the south. The Altamont route offers a shorter distance between Los Angeles and San Francisco and offers high-speed service to a greater number of passengers. PH-M5-1 cont'd

Additionally, the Altamont route will add more San Joaquin Valley cities to be served by high-speed rail. By contrast, the Pacheco route will be longer, through more rugged terrain, and will enter the South Bay Area cities, which are in very close proximity with each other. High-Speed Rail will have to compete them with other established forms of surface transportation such as BART and commuter rail service while being unable to attain a significant speed advantage.

The southern route will not address service beyond Fresno, eliminating the cities of Merced, Modesto, Stockton, in addition to many of the vacation destinations in the Sierras such as Yosemite National Park, which one day may be connected by inter-mountain rail.

On June 27th at the ASR meeting in San Carlos, a list of five hearing sites on the draft EIR was presented which included only Bay Area cities. During the meeting, a request was made by Chair John Pedrozo PH-M5-2

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of the Merced County Board of Supervisors to conduct an EIR hearing in the Central Valley, which we're at today. Dan Leavitt, HSR Deputy Director, gave a verbal confirmation to schedule that meeting. PH-M5-2 cont'd

Although the Merced meeting is welcomed, if a true measure of public sentiment is to be received, the HSR should consider hearings in more San Joaquin Valley cities. I understand Stockton's now included, but certainly it's not the only one -- it should not be limited to that. Bakersfield, Fresno, Modesto are also major players in the San Joaquin Valley -- and a number of others.

Anyway, of the meetings now, we have two that are outside the tight-knit group of cities in the Bay Area.

The southern section of the High-Speed Rail system offers unique challenges also. Bakersfield from Los Angeles, via Tehachapi, the high desert cities of Lancaster and Palmdale, Saugus, Newhall, the San Fernando Valley and Los Angeles all have a vested interest in the entire HSR route. Palmdale is the future site of an international airport which will supplement Los Angeles International. PH-M5-3

This will serve much of the Los Angeles area, bringing more passengers into the High-Speed Rail

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System. The high desert area has grown considerably, and that growth will continue well into the future. The route will also include the San Fernando Valley and continue into Los Angeles. And all of these population centers along the HSR route have a stake in what we propose upon the entire route. PH-M5-3 cont'd

The Mariposa County Board of Supervisors believes that public comment should include all of the areas on the HSR route. It's been over two years since Los Angeles has had a public hearing. The high desert communities should certainly be included also.

After a public input process is completed and thoroughly assessed, we believe that a choice between Altamont and Pacheco will show that Altamont is by far the best and only choice to complete the run into the Bay Area.

With this outcome, we strongly believe that the High-Speed Rail will become the grand system, that all communities will have had the ability to have a say in its development, and that future generations will enjoy High-Speed Rail benefits within the State of California.

Thank you very much.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Next I need to call Santa Clara Valley

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Transportation Authority, Scott Haywood.

An then, Andrew, you'll be next.

SCOTT HAYWOOD: It's a pleasure to be here. My name is Scott Haywood. And I am the policy and community relations manager for the Santa Clara Valley Transportation Authority in Santa Clara, California. We are the transit agency and the congestion management agency for Santa Clara County. PH-M6-1

VTA, or Santa Clara Valley Transportation Authority, strongly supports the concept of High-Speed Rail connecting Northern and Southern California as a way to relieve highway and traffic congestion between the Bay Area and Southern California. VTA also believes that the Pacheco Pass is the one that makes the most sense for the entry point for High-Speed Rail into the Bay Area. PH-M6-2

In 2005, the California High-Speed Rail Authority Draft Statewide Program EIR/EIS concluded that Pacheco Pass was the better alignment because it provides more frequent service to critical Silicon Valley job markets, which is a primary economic engine for California and the United States as a whole, as well as it more effectively and efficiently meets current and future inter-city rail demand and thus is a better fit for the High-Speed Rail's basic project

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objectives and, finally, does not require a new San Francisco Bay crossing, which would pose considerable environmental challenges, be more costly, and could result in schedule delays. PH-M6-2 cont'd

We believe the information presented in the Authority's Draft Bay Area-to-Central Valley High-Speed Rail Program EIR/EIS does nothing to change these original conclusions. The Pacheco Pass alignment would provide faster, more direct, more frequent service to the three largest urban centers in the Bay Area -- San Jose, San Francisco and Oakland.

To demonstrate the need for direct high-speed rail service to San Jose, which is the 10th largest city in the nation and the largest in the Bay Area, consider that the Authority Draft Statement Program EIR/EIS estimates that, by 2010, the Mineta San Jose International Airport will have more flights serving the Bay Area-to-Southern California market than Oakland and San Francisco combined. PH-M6-3

Finally, air traffic between the Bay Area and Southern California will continue to grow. But all three of the major airports in the air Bay Area are constrained for future growth. And the Bay Area-Southern California air traffic corridor is one of the busiest in the nation, and it's only going to get PH-M6-4

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1 worse.
2 Therefore, the project purpose of the PH-M6-4 cont'd
3 High-Speed Rail must be to provide a competitive,
4 long-distance transit alternative between Northern and
5 Southern California, and the Pacheco Pass alignment is
6 the best alternative for serving that purpose.
7 Thank you very much for your consideration.
8 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
9 Andrew, as you make your way up, let me just
10 take a minute here to make an introduction. Board
11 member and former chair of the High-Speed Rail
12 Authority has now joined us, and this is Mr. Rod
13 Diridon.
14 BOARD MEMBER ROD DIRIDON: I apologize to everyone
15 for being tardy. We needed a high-speed train instead
16 of a low-speed car.
17 VICE-CHAIRPERSON FRAN FLOREZ: Okay. I'd like to
18 introduce Andrew Chesley, Executive Director of the San
19 Joaquin COG.
20 (End of audio tape transcription)
21 ANDREW CHESLEY: Thank you very much, Authority
22 Member Florez. And also good to see you again,
23 Authority Members from yesterday in Gilroy.
24 My name is Andrew Chesley. I'm the executive PH-M7-1
25 director of the San Joaquin Council of Governments in

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1 Stockton, California. And I want to first off, Rod, PH-M7-1 cont'd
2 say thank you for your scheduling an additional public
3 meeting in Stockton on September 18th, from 4:00 to
4 6:00. We look forward to hosting your attendance at
5 that public meeting.
6 I want to make two points regarding the
7 position of the San Joaquin Council of Governments
8 regarding the selection that you will have to make
9 regarding which is the appropriate route from the San
10 Joaquin Valley into the Bay Area. Our board of
11 directors has adopted a position supportive of the
12 Altamont Pass as the selected route and encourages the
13 Authority to make that selection when you come to make
14 that choice in October or that time frame.
15 One of the primary reasons for our board to
16 advocate that position is this serves more population
17 centers to access of the Bay Area through the Altamont
18 Pass. It offers a Valley connection to the East Bay,
19 and it thus connects to transit services in the Bay
20 Area, such as BART and other Bay Area transit
21 providers.
22 It offers the opportunity to leverage
23 investments in the High-Speed Rail corridor for other
24 rail projects, including the Altamont Commuter Express.
25 And as the Altamont Commuter Express looks to purchase

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1 right of way in the Altamont Pass through Livermore
2 Valley for purposes of passenger rail service out
3 there, we have a great opportunity to mesh and
4 synergize the two interests of High-Speed Rail as well
5 as service from the Valley into the Bay Area by the
6 Altamont Commuter Express.
7 This provides first rate High-Speed Rail for
8 San Joaquin and Stanislaus, counties that total 1.5
9 million people, hopefully to provide for those people
10 who reside in Stanislaus and San Joaquin counties.
11 And San Joaquin County is projected to be the
12 fastest growing county in the State of California by
13 the State Department of Finance, with Stanislaus
14 following very close behind in that regard.
15 Our friends from the Bay Area are right to
16 point out that the trip along the Altamont does result
17 in a little bit more travel time to San Jose, about ten
18 minutes. However, other locations in the San Francisco
19 Bay Area are accessed just as quickly by the Altamont
20 Pass as they are by the service through the Pacheco
21 Pass.
22 I think we all agree that the primary purpose
23 behind High-Speed Rail is to connect the State of
24 California from Los Angeles to the Bay Area. And I
25 think that both options that you have before you do

PH-M7-1 cont'd

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1 that quite well.
2 We are recommending that you look most
3 strongly at the Altamont because we looked at the
4 market studies that you and your -- the folks have done
5 regarding High-Speed Rail. If you look at the
6 L.A.-to-San Francisco market, it ranks eighth in terms
7 of demand for your future riders of High-Speed Rail.
8 The number one and number three markets are
9 the San Joaquin Valley-to-San Joaquin Valley
10 destinations, and the San Joaquin Valley to other
11 destinations being Los Angeles, San Francisco and other
12 points along the future High-Speed Rail.
13 High-Speed Rail succeeds because of the San
14 Joaquin Valley. Without it, High-Speed Rail will not
15 be able to generate the kind of ridership and demand
16 that we know is out there in the State of California
17 and makes this a valuable service.
18 The Altamont Pass alignment, capital costs are
19 roughly the same, will be 1 percent higher than the
20 Pacheco Pass but will produce more ridership and a
21 lower operating cost on an annual basis. These are --
22 actually, there's two new important factors when you
23 look out into the future for the continued operation of
24 the Altamont Pass.
25 The Altamont option alignment is, I think, the

PH-M7-1 cont'd

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1 best option. And if you look at what's happening in PH-M7-1 cont'd
2 the San Joaquin Valley with the Partnership, the
3 Regional Policy Council, which, Authority Member
4 Florez, you sit on, and you look at the efforts that
5 we're undergoing here in the Valley, the blueprint
6 effort, the San Joaquin Valley is coming together as it
7 never has before. And the great message there is, as
8 we come together, we have identified the Altamont Pass
9 to be the preferred line. And we look forward to your
10 selecting that in your future deliberations.
11 So thank you very much for your consideration.
12 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
13 Before I call up the next speaker, then, we'll
14 make one more introduction. I'd like to, at this time,
15 introduce our executive director Mehdi Morshed, who has
16 joined us.
17 I'd like to call on Carl Pollard from the City
18 of Merced, and then Vince Roos from Congressman Costa's
19 office will go up next.
20 Good evening.
21 I would just like to say that we would like to PH-M8-1
22 support the High-Speed Rail coming to our Valley, to
23 the Central Valley here in Merced. And we appreciate
24 that you not only consider us but, because we're right
25 straight in the middle of California, and we're the hub

1 of this state and like a hub on a wheel, it would be PH-M8-1 cont'd
2 more efficient and more feasible to put that High-Speed
3 Rail hub and maintenance right here in the Valley,
4 right here in the county of Merced.
5 I thank you for your time and appreciate your
6 allowing me to speak.
7 VICE-CHAIRPERSON FLOREZ: Thank you, Carl. PH-M9-1
8 VINCE ROOS: Hi. I'm Vince Roos. I'm an ag and
9 water specialist for Congressman Jim Costa. And he
10 wanted me to take this opportunity to give a brief
11 statement. He has already included a letter into the
12 record at the San Jose meeting. He wanted me, first of
13 all, to pass on his greetings to Mehdi.
14 He visited with you yesterday on this very
15 issue.
16 The Congressman, as you know, has been
17 involved with High-Speed Rail for over 15 years, one of
18 the strongest supporters. Besides the water, it's one
19 of the issues that ranks highest on his priority list.
20 He wants to see it come into this Valley.
21 As of this point, he has not stated a position
22 as to the route. He'd rather not view this as one
23 route over another. He would rather the Valley see a
24 vision for maybe both/and.
25 So the Congressman says that he'd like to

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1 convey to you the urgency that this -- move forward PH-M9-1 cont'd
2 now. He's especially appreciative that the State
3 legislature, as well as the Governor, continue to
4 include the 15- to $20 million to keep the High-Speed
5 Rail going.
6 Also, I'm going to kind of echo what Pete PH-M9-2
7 Weber said a little bit earlier on, some priorities of
8 his to see going forward is that we continue with the
9 $9 billion bond to be on the '08 ballot and to
10 encourage the Governor to do that. And he is presently
11 doing that. He also wants to encourage the local folks
12 to step up, knowing that they're going to have to be
13 very much a part of this process to see this actually
14 become a reality, coming through the Valley.
15 And finally, he wanted to pass on that he's PH-M9-3
16 working diligently back in Washington. And as it was
17 mentioned, Senator Feinstein, Senator Boxer, he's
18 working closely with them to establish a national
19 high-speed rail authority.
20 There's 11 corridors that have been identified
21 already in the United States. And they're working to
22 put into legislation some authorizing legislation to
23 move forward towards looking at a national approach to
24 high-speed rail.
25 So he just wand me to come, again, to

1 encourage this process and thank you folks for your PH-M9-3 cont'd
2 diligence.
3 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
4 If I could ask Dr. Lee Snyder from the Fresno
5 Medical Society, and Supervisor Dianne Fritz will be
6 coming up next.
7 DR. LEE SNYDER: Are the students still here? I PH-M10-1
8 guess they're gone.
9 May I say first that, if we don't get the
10 rapid transport helping clean up the air, those
11 students are not going to be in this Valley.
12 I have five children. I have one in this
13 Valley. The others have scattered either to the Bay
14 Area or elsewhere in the country. I feel something as
15 a physician, that I'm preaching to the choir.
16 Everyone mentions air quality in passing as PH-M10-2
17 they talk about transport. And I've had this
18 experience for the last several years. I've been
19 appearing at a variety of organizational meetings to
20 preach about clean air. And it's more I find over and
21 over again that my main job is to stop talking about
22 business, which I think is very important as a small
23 businessman for 46 years in Fresno, but start talking
24 about human costs.
25 And I think I must, once again, give the

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statistics, which I'm sure you know very well, about the $3.2 billion a year that it costs for healthcare services in the valley that we are sitting in.

We sit in a bathtub which is covered with foul air. I remember when I first came to this valley. I used to be a little amused in flying from Los Angeles to San Francisco because I said, "Look at the cigar," which was 99 and the effluvia from the cars on 99. It's no longer funny. I don't consider it as very funny.

The thing that bothers me is that we sit and talk about something that will take maybe 20, 25 years to develop at its best. And meanwhile, I'm concerned about children that are being born today, born with respiratory difficulty which they developed in their mother's womb. They have poor air quality when they are born, from which they never really recover completely, though they become functional and good citizens.

I'm concerned about schools which have 390,000 absent school days because of respiratory illnesses of their children, their students, and the cost to them. I'm concerned about the four of you who are sitting here inhaling the particulate matter which is given off by our foul air, which is affecting your hearts, your

PH-M10-2 cont'd

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lungs, and your brains.

All of these things must be highly considered when you're speaking of any mechanism to make transit more rapid, to make air healthy. We -- our statistics tell us that, if we do develop the rapid transit system, that we will take the equivalent of 9 billion tons of carbon dioxide out of the air yearly. That it is the equivalent of 1.7 million automobiles on our highways.

Having lived and loved in this valley, I'm especially concerned about the coverage of this valley by any technology which we can develop. As a businessman, I want this valley to be economically healthy. I try to make it that way.

I belong to a profession which is probably, if not the first, the second largest economy in this Valley; that is the health industry. I know that we are unable to recruit physicians because of air quality. I know that in Fresno, we have lost three top-notch specialists, leaving our Children's Hospital without a neurosurgeon because their children had asthma and they moved out of the Valley.

So I would like to see this Valley, which has special problems, served first or at least expeditiously. But above all, I would like us to plan,

PH-M10-2 cont'd

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not only for ourselves -- but as a grandfather and a great-grandfather, I'm concerned about future generations. Let's plan for them. PH-M10-2 cont'd

VICE-CHAIRPERSON FRAN FLOREZ: Thank you, Dr. Snyder.

Dianne Fritz, Supervisor from Mariposa County. Welcome.

DIANNE FRITZ: Thank you very much. I want to thank you very much for being here in Merced. I would like for you to, please, if you can at all, schedule more hearings in the San Joaquin Valley. I think that the thoughts and the feelings of the people that live in this Valley are very important for you to hear. PH-M11-1

We -- Supervisor Aborn and I are two of the new members to the San Joaquin Rail Committee. And if you'd asked me about three or four years ago if I'd ever been interested in rail, I would have said no. But becoming involved and seeing -- we can't build more airports; we can't make them larger. Our freeways are congested. High-Speed Rail is the way of the future. I am a grandmother, and I would love for my children to be able to have that option. PH-M11-2

We need to join Northern California with Southern California and all the points east and west. High-Speed Rail is our best offer. It will cut the

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pollution. Mariposa County is a small rural county. We're the mother of counties. And we'd like to see this grow. PH-M11-2 cont'd

So thank you for your time. And if you can schedule more hearings, perhaps in Bakersfield or Fresno, I'm sure those people would be very, very grateful. Thank you for your time.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

I'm going to ask Dr. David Lighthall, and then Mr. Larry Miller will follow.

DR. DAVID LIGHTHALL: Hi. I'm a senior scientist at the Central Valley Health Policy Institute at CSU Fresno. And one of the things that I'm interested in in terms of my research and the kind of policy work that we do at the institute is, how can we protect public health in the Valley and at the same time have a sustainable future. And as you know, sustainability is not just environmental health. It's also economic viability and social justice. PH-M12-1

And I want to just -- again, this is somewhat repetitive, but I think my main argument is something that hasn't necessarily been said specifically. And that is that construction of High-Speed Rail needs to be prioritized in the Valley, in the San Joaquin Valley. Period.

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PH-M12-1 cont'd

So I'm not going to take a position on the two routes, although I am very much involved with Pete Weber in the San Joaquin Valley Partnership Air Quality Work Group. But that's for a couple of reasons. It's extremely important that the Valley construction be prioritized.

And what I say "Valley construction," I'm talking about from Bakersfield to Sacramento. And I know that this is not all going to be done in one particular piece, but that's something I want to go on record as emphasizing here today.

We heard Dr. Snyder talk about the estimated $3.2 billion per year in social costs of air pollution in the San Joaquin Valley. But before I get into that, I think what was very compelling was the statistic that Pete Weber gave. And to underscore my overall point that the estimate, the study estimate, shows 44 percent of the estimated ridership being either in and out of the Valley or within the Valley.

We have a special problem here in the Valley in respect to emissions from internal combustion engines, which is our primary mode of transportation currently. The Valley has about the same amount of violations of the ozone standard and the PM2.5 standard as the South Coast Air District. And we consistently

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PH-M12-1 cont'd

rank as Regional Air Basin No. 1 nationally in terms of public health problems in respect to not being able to meet the ozone standards and the PM2.5 standards.

But what's interesting and what my research has shown is that there's actually about eight to nine times higher levels of pollution of ozone and PM2.5 precursors actually being emitted in Southern California. So they can have about eight times the density of vehicular traffic and still meet their attainment compared to the Valley.

So as the Valley is growing now, what we're running up against is we're exceeding our carrying capacity, which is a very limited regional carrying capacity, because of a relatively low dispersion of air pollutants. And this, of course, depends on the weather. But it's a chronic problem here.

So what this means, then, as we are struggling now, both with the California Air Resources Board and with the San Joaquin Valley Air Pollution Control District to meet the federal EPA ambient air quality standard for ozone, we're now talking about attainment for the Valley being pushed all the way out to 2024, and looking at a price tag of at least $100 million a year -- probably more than that -- in incentive funds in order to accelerate the turnover of our fleets of

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PH-M12-1 cont'd

1 people, trucks and cars and so forth. This is above
2 and beyond the health costs that we're already paying.
3 So I don't want to belabor this, but we're
4 also now looking at -- the federal government, it's
5 quite likely, will be lowering or tightening the
6 standards for ozone and for PM2.5. So we're actually
7 going to be looking at an even higher burden.
8 One of the things that's going to make a
9 critical contribution to the Valley being able to
10 accelerate attainment for meeting the national air
11 quality ambient standards for ozone and PM2.5 is going
12 to be High-Speed Rail. There's absolutely no question
13 about it because, when you get out in those out years,
14 every increment that we can gain through some major
15 technological investment that's going to get vehicles
16 off the road is going to make a difference.
17 So I just want to underscore the importance of
18 accelerating or maximizing the actual miles of track in
19 the Valley as soon as possible.
20 Thank you.
21 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
22 Mr. Larry Miller and then Dr. Lee Boese.
23 LARRY MILLER: Good afternoon. It's nice to see
24 you again, Director Morshed, Mr. Diridon -- Member
25 Diridon, Member Florez, and Associate Director

PH-M13-1

1 Pourvahidi.
2 I would like to speak to one issue in
3 particular and two issues that relate to it. The one
4 issue has been brought up -- I should say, excuse me,
5 Larry Miller. And I'm representing Fresno County on
6 the San Joaquin Valley Rail Committee. I'm also a
7 member of the County's Blueprint Committee, and the
8 Fresno County COG Rail Committee.
9 And what I would like to speak to you about
10 first and foremost is the ability to do both routes,
11 since that seems to be the premier topic at hand here.
12 When I say "both routes," that means both accesses to
13 the Bay Area -- Altamont Pass, Los Banos nominally.
14 I want to applaud Mr. Costa's remarks given to
15 you today by his aide. And I want to applaud
16 Mr. Weber's remarks to the same end. And I wanted to
17 remind you that the remarks I'm going to make I also
18 filed as a brief to your original plan. And they are
19 coded [sic] in that plan.
20 And there is a nominal response along both
21 lines of -- to the suggestion. But to be specific, I
22 think it's affordable and eminently feasible to do
23 both. And both need to be done because both sections
24 of the Bay Area have a crying need for access to the
25 rest of the state. And the rest of the state has a

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1 crying need for both of them. And if you are to choose PH-M13-1 cont'd
2 one or the other, you nominate that section as you well
3 know, as essentially the portal to the Bay Area.
4 So now we nominate either the southern part of
5 the bay through San Jose or the East Bay Oakland area
6 as the portal. And either area would be delighted to
7 have that franchise monopoly almost, to be the first
8 point of entry. But to do so almost excludes the
9 others, makes them second class citizens. And I hate
10 to see that.
11 And so for the benefit of both, and for the
12 benefit of riders coming both directions, I think it's
13 feasible to adopt both sections of access. And the
14 reason I can say this is, there is a line of
15 grandfathered rail access running from approximately
16 Lodi to just below Livermore. It has a 1 percent or
17 less grade.
18 This was the original access of the Western
19 Pacific, created over a hundred years ago, well over a
20 hundred years ago. It is already grade separated --
21 not quite abandoned but nearly so. It's owned by the
22 Union Pacific. And it's one of the few sections of
23 track that they would willingly part with without
24 having to be subjected to the issue of eminent domain.
25 At least that was the case a few years ago when I had

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1 some discussions with the local managers and directors PH-M13-1 cont'd
2 for infrastructure here on the West Coast.
3 And it's about 42 miles long. And it would be
4 fairly easy to develop that section. You would still
5 have to tie up in Livermore to the BART station, but
6 that increases the value of BART. It increases the
7 amount of integration that High-Speed Rail has with
8 other existing services.
9 Now, I -- I come from a background of the San
10 Joaquins and Amtrak, and you all know that. And I
11 thank both -- I thank all of you for having come to our
12 meetings and spoken to us. And Member Diridon
13 especially, I know you've been very forthcoming with
14 information and sharing and appreciating the fact that
15 these two services need to be optimally integrated.
16 So I want to recommend that you can do this by
17 working with these existing services and then, as
18 future ridership develops, you can develop larger or
19 still different accesses into the Bay Area. It's
20 feasible to do both, and I hope you will look at doing
21 both.
22 And I hope you will look at integrating your PH-M13-2
23 services maximally for the benefit of riders,
24 taxpayers, and the State itself. Because the existing
25 infrastructure, although it my not be very desirable --

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for example, San Joaquins travel predominantly on tracks owned and operated and dispatched by the BNSF Railroad, which means that, to the extent they can be on time, the BNSF lets them be on time. And I don't think -- the BNSF has been a bad host railroad. And I remember -- and I think, Chairman Diridon, you were on the Authority at the time. And Director Morshed, you were at the meeting as well -- when one of you -- I think it was Dean Flores, who was then a member of the High-Speed Rail --

CARRIE POURVAHIDI: It was the Authority.

LARRY MILLER: It wasn't the Authority. It was previously.

At any rate -- asked, "What kind of service does BNSF give?" and Warren Weber, then the director of CalTrans Division of Rail said, "They give the San Joaquins the same level of service they give themselves, unfortunately."

We can never really be on time as long as we don't dispatch our own trains. So that's why you have a tremendous advantage. And the decision to come up the BNSF route made a lot of sense because it's wide-open country. But we're going to end up with a situation -- and I don't think any of you would choose "separate but equal" as a viable means of education

PH-M13-2 cont'd

[sic]. Certainly the Supreme Court didn't. But we're going to end up with two services lying on top of each other going to largely the same cities. And that's not an efficient use of both.

So what I'm going to ask is that you consider working with the San Joaquins to move the Amtrak service off the BNSF route, at least between Bakersfield and Merced, and move it on -- cooperate through this eminent domain process -- onto the Union Pacific.

Right now, the BNSF is so oversubscribed that they have roughly twice as many trains. And they're longer trains than they had ten years ago. They have nearly 60 trains a day, so many that they have to furlough in a capacity swap with the Union Pacific between five and ten trains a day. Which is to say that they have to ask their competitors to carry their trains -- not an attractive situation.

But there is capacity on the Union Pacific. The Union Pacific, in and of itself, left to its own devices would never, ever surrender that capacity, ever. They'd covet it for perpetuity.

But if through this process we can find a way to expand their trackage on an existing route that's grandfathered -- we're not talking about new

PH-M13-2 cont'd

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environmental work, et cetera -- to move the San Joaquins onto that service, we could enfranchise about four times the potential ridership that we now have in the southern San Joaquin.

I know this is a meeting about the Bay Area and so forth, but this dovetails with what we're talking about, this level of cooperation, because those will be your passengers too. Those passengers are going to get on in the many cities along the 99 corridor. And they're going to change trains in Fresno or Bakersfield, and they're going to get on High-Speed Rail. And they'll then be your passengers.

So we could work together expeditiously to enfranchise, by the time this is built, another 4 million riders and serve people who have never been served with rail and who pay through their taxes dearly. And this is some of the poorest counties -- Tulare County, for example, which has no rail service, is one of the poorest counties in the state; they pay their taxes faithfully and they get no service whatsoever.

But by moving the San Joaquins from the BNSF to the Union Pacific corridor, we could enfranchise those people. They could become our riders, and they could become your riders. This makes our service

PH-M13-2 cont'd

better for working with you, and it makes your service better for working with us.

So I hope you'll bear that in mind and take that same position, then, with regard to tying into BART through Livermore along the Western Pacific. Forty-two miles through an existing grade-separated rail line is not a lot in the scope of what you -- no tunneling, no new environmental statements. It's already there; it's operated. I think it makes a lot of sense.

So with that in mind, I'd summarize by asking to you think of the symbiosis with these other lines, to think of working with BART as well through Livermore, and also by thinking of working still more with ACE, which is a wonderful service.

And I hope that at some point we can end up, despite the territorial disputes -- and there are bureaucratic territorial disputes -- CalTrans and the San Joaquin say nice things about High-Speed Rail and vice versa.

And Past Chairman Diridon, you've been wonderful about coming to the meetings and talking with us. But at some point, we've got to really get together so that we can do single ticketing, integrate schedules, have platform-to-platform compatibility. It

PH-M13-2 cont'd

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increases your ridership dramatically and it increases ours. PH-M13-2 cont'd

And more importantly, it gives the State of California and its residents and visitors a lot better service, and it costs less.

So with that, I conclude. And thank you for the time.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

LEE BOESE, JR.: It's good to see my old friends here in Merced. I'm really fortunate that you were able to come here. And I'm even more impressed by the turnout. PH-M14-1

But I wanted to say hello to Mehdi, Rod, of course, Fran and Carrie, who have all been at it for a long, long time. And if we do get that first train, I'd say the one out of San Jose has got to be the Diridon Express, huh?

Dear Rail Authority, I write on behalf of the Merced County High-Speed Rail Committee to respectfully urge you to continue to include Merced as a rail stop and Castle Air Force base as a maintenance and construction hub.

The Merced County High-Speed Rail Committee is made up of business people, educators, farmers, and public sector employees. Our mission is to support the

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construction of a high-speed line which includes a stop in Merced County. We believe that this project will significantly improve the Valley air quality and transportation needs. PH-M14-1 cont'd PH-M14-2

Our committee endorses the former Castle Air Force Base as the perfect facility for the construction and maintenance hub of this statewide project. We have long supported construction of a high-speed line connecting Northern and Southern California. Building such a system would dramatically expand the travel options for California's growing population at half to one third of the cost to expand our airports and highways to provide a comparable level of service. PH-M14-1 cont'd PH-M14-3

It would significantly reduce air pollution and greenhouse gasses and, if done right, will give California an economic shot in the arm by helping to relieve high home prices and rising traffic congestion that's slowly strangling California's economic centers.

Lastly, we urge the Authority to continue their arduous task of completing the necessary studies for the State to consider entering into a public-private partnership to finance, build, maintain, and/or operate the High-Speed Rail system.

And again, Merced is here for your assistance. Anything we can do for you, you can see, we've got --

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we've been blessed with some outstanding leadership here, the turnout here today. PH-M14-3 cont'd

We desperately need High-Speed Rail.

Thanks.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

We have about 12 speakers yet that would like to make statements. So if I could ask, maybe try to limit yourselves to maybe five minutes. I don't want to cut anybody off. If you have something that must be said, please say it. But just to give you an idea of where we are -- patience, thank you so much for sticking with us thus far.

So the next person that I'll call is Charles White and then Dennis Pinion after that.

CHARLES WHITE: I'm here representing myself, although I am past president of the Merced County Association of Realtors. PH-M15-1

I've been a proponent of High-Speed Rail for many years. And I really want to thank the Commission for coming to Merced here. It just makes my day to see you come here.

One of the biggest -- these issues have all been discussed. I just want to emphasize one of my important things is air quality improvement. And since PH-M15-2 UC Merced is here and it will be growing over the next PH-M15-3

25 or 30 years, I think coming -- having a stop here in Merced is very important, as has already been presented. PH-M15-3 cont'd

So I just would hope that you would take the Altamont Pass at this time because there are more people that will be served in the Valley here. I'm not opposed to other routes, but I just think that PH-M15-4 initially, we need that route. And Castle Air Force Base appears to be a good place for your construction hub. PH-M15-5

I appreciate you coming, and I want to thank you a lot for coming.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Dennis Pinion, and then we'll have Rod Webster following Dennis.

DENNIS PINION: I'm Dennis Pinion. I became interested in High-Speed Ra__ __sues several years ago. PS15-1 PH-M16-1 And at the time, I was -- I wanted to avoid the creation of a new transportation corridor through Diablo Range. And of course, several years ago, you decided that that would not be the case, that -- and then, we're here today to talk about the routes that are still on the table.

To me, the specific route is not the important issue. I don't want to support one route per se over

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PH-M16-1 cont'd

another. What I want to support is the completion of the High-Speed Rail. You know, with the greenhouse gas issues that we have now, global warming and that, it's now becoming very known to the public the problems that we face. And you know, we need to start doing something about those.

I'd also like to point out that, a few years ago, I moved to Arnold, California which is on Highway 4 east of Stockton. And if I wanted to go to Los Angeles today, I have a choice of getting in my car and driving to Sacramento Airport, Oakland Airport, San Jose Airport or driving direct to Los Angeles. And so basically, I have no choice but to drive to Los Angeles. And it would be very nice if I could come down to some city along the route between, say, Bakersfield and Sacramento, and pick up the train and take it to Los Angeles instead.

So I think that covers my points for now. Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you very much.

PH-M17-1

After Mr. Webster, we will have Tom Grave.

ROD WEBSTER: I'm Rod Webster, representing the Merced group of the Sierra Club. And as we're kind of looking at the feasibility of the different routings

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PH-M17-1 cont'd

here, I think a factor that really needs to be underscored that is addressed in the EIR is the Pacheco Route, whether it goes 140 or 152, either bisects or comes very close to some very important grasslands, the Grasslands Ecological Area, 160,000 acres, largest wetland complex in California, largest block of continuous wetland in the Central Valley, identified as one of the 22 significant -- most significant wetland areas in the U.S. and also included as a wetland of worldwide importance.

There's over a million birds that winter over in that area. There's a quarter million there in the springtime. It's also a wildlife corridor. Indigenous species move, particularly north-south in that area. That includes 47 different species that are either endangered, threatened, or candidates for those classifications. And there's also 550 total species. There's a huge wildlife biodiversity in that area.

Looking over the EIR, or just without doing that, considering a train traveling 220 miles an our on a grade through that area, how can that not compromise that wetlands area? And I'd like to just suggest that neither state nor federal law is likely to allow that. You've got 25-foot electric poles; you've got eight-foot chain-link fences on either side, land

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berms. PH-M17-2

Now, in the EIR, there are some mitigations. There can be tunneling, that sort of thing, to try and allow wildlife movement across that train barrier. Those would have some effectiveness but obviously are going to be a compromise -- large animals, potential for large animal collisions on the tracks themselves. And this is even without considering the impacts of things like noise, vibration, shock waves.

An additional factor is water quality. You're in a wetlands area during construction. You're going to totally change the drainages in those areas. And it seems to me those would have to be addressed and, at least, mitigated. And I think that's an incredibly ambitious project if Pacheco would be your choice.

Clearly I'm here to advocate Altamont as an already-disturbed corridor with eight lines [sic] of freeway and oil pipelines and electrical windmills already in place. And I think it just makes far more sense. PH-M17-3

I realize there's many factors to consider. People have been voicing those. But this is one factor that I think also needs to be looked at extremely closely before any decision is made. Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

We have Tom Grave, and then Ken Gosting will follow.

TOM GRAVE: Good afternoon. My name is Tom Grave. PH-M18-1 I reside in Merced. I'm associated with TIE, which is "Transportation Involves Everyone." Also associated in Merced Alliance Responsible Growth.

I want to, first of all, thank you for being in Merced today to hear about what folks in the Central Valley think about and would like to see in the High-Speed Rail Program. So thanks again. By your reactions, it seems like we have a pretty good turnout today compared to what you guys experienced already in the Bay Area. I'm certainly pleased with the nice turnout.

I would like to say at the outset, of course, that I believe strongly in the fact that the High-Speed Rail System in this state is vital to its future. I will just state briefly the reasons because I have them written down here. Other people have already said them, but I'll say them quickly: population growth, highway congestion, air pollution, energy use, and crowded airports all support the need to develop this system. So I'm a hundred percent behind that.

Concerning the matter before us, the Bay PH-M18-2 Area-to-Central Valley alignment, may I draw your

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1 attention to Section 2.5.1 of the Draft EIR/EIS which
2 is titled "High-Speed Train -- HST -- Alignment
3 Alternatives and Station Location Options."
4 And specifically, Page 29, the second full
5 paragraph, it reads as follows:
6 "Proposed High-Speed Train
7 alignment alternatives are generally
8 configured along or adjacent to
9 existing rail facilities instead of
10 creating new transportation corridors.
11 Although a wide range of options have
12 been considered, the Authority's
13 Initial conceptual approach, previous
14 corridor evaluations, and the
15 evaluation conducted as part of this
16 program EIR/EIS have consistently
17 shown a potential for fewer
18 substantial environmental impacts along
19 existing highway and rail facilities
20 than on new alignments through both
21 developed and undeveloped areas.
22 "Though increasing the overall
23 width of existing facilities could
24 have potential impacts on the amount of
25 land disturbed similar to those of

PH-M18-2 cont'd

1 creating new facilities, creating new
2 facilities would also introduce
3 potential incompatibility and
4 severance issues in both urban
5 communities and rural settings,
6 including farmlands and open spaces."
7 As far as we're concerned, this tells the
8 whole story about the choice before the Board. That
9 is, the Bay Area-to-Central Valley connection should be
10 along the existing railroad and highway corridor, the
11 Altamont Pass. And the previous speaker delineated
12 very carefully and very well, I thought, the disturbed
13 nature of this corridor.
14 There is no rail corridor in the Pacheco Pass
15 area. I'll provide for the record a rail map of the
16 state of California as evidence to that effect.
17 To construct the High-Speed Rail through
18 Pacheco Pass would have exactly the negative effects
19 listed in the section I just read, namely
20 incompatibility and severance issues in both urban and
21 rural settings.
22 It would not be possible to construct the
23 High-Speed Rail through Pacheco Pass without
24 significantly disturbing or disrupting wetlands, open
25 space, and wildlife habitat. What exists now as a

PH-M18-2 cont'd

PH-M18-3

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1 grasslands ecological area that Mr. Webster just PH-M18-3 cont'd
2 referred to is just a postage-stamp-sized remnant of
3 what used to be something like 4 million-plus acres of
4 contiguous wetlands in this state.
5 This natural resource is valuable to all of
6 us, all of you. It must not be further damaged.
7 Thank you very much.
8 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
9 We'll have Ruth Sellers following Ken Gosting. PH-M19-1
10 KEN GOSTING: My name is Kenneth Gosting. I am
11 the executive director of Transportation Involves
12 Everyone. We are based in Merced, San Francisco, and
13 on the periphery of Yosemite, involved in multiple
14 transportation planning projects.
15 I just wanted to congratulate Supervisor
16 Pedrozo, Chairman of the Board for his efforts in
17 joining with us in pointing out the lack of hearings in
18 the Central Valley and also the fact that the Authority
19 moved toward having a hearing in the Central Valley,
20 particularly Dan Leavitt for his work in bringing the
21 hearing to Stockton.
22 We would like to encourage a hearing in
23 Sacramento because they are definitely affected by the
24 alternative choices between the corridors transecting
25 the Diablo Range.

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1 With that, I would like to conclude because of PH-M19-1 cont'd
2 the guidelines; only one person is supposed to speak
3 from each organization. So I waive time.
4 Thank you very much.
5 VICE-CHAIRPERSON FRAN FLOREZ: Thank you.
6 If we could have Joe Rivero, City of Atwater
7 after Ruth Sellers, please.
8 RUTH SELLERS: Thank you. I'm Ruth Sellers, and I PH-M20-1
9 thank you for you being here.
10 I'm a resident of Mariposa County. And I
11 would just like to recommend that you consider Altamont
12 Pass. And I base that on coming down off my little
13 hill with very little traffic and traveling through the
14 580 and over the Altamont Pass is very definitely the
15 most congested area that I have been in in a long time
16 since moving from Los Angeles.
17 I think that, for one thing, I wondered for 50
18 years why you've been so slow in putting High-Speed
19 Rail through this state. It's definitely way too late.
20 And let's hope we don't find another 50 years before it
21 becomes a real thing.
22 But I believe that my main objective is to
23 recommend the Altamont. I think that you should start
24 from the top and work down to the bottom, to San Diego,
25 and give those people that live in the Bay Area the

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opportunity to travel and to pick up those people who live through the Valley. And we know that the growth is in the Valley.

And I think to come through the Pacheco Pass and to eliminate those in Modesto, Merced, and so forth and Stockton would be a real disservice to those individuals.

And thank you so much.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Following Mr. Rivero, Bill Sanford.

PH-M20-1 cont'd

JOE RIVERO: I want to thank you, like everybody else has, about being here. When I was a county supervisor and was commissioner -- I believe that Mr. Morshed was one there -- I was the County's representative going to Los Angeles and San Francisco and Fresno.

In fact, I don't know if you remember, Easter Monday, the day after Easter, when you had the hearing at the L.A. International Airport, I brought these monstrous Easter baskets of products from Merced County for all of you.

But anyway, the City of Atwater has been constantly in favor of the High-Speed Rail as the County of Merced -- everybody up here that has come forward has all -- everybody has been in favor of it.

PH-M21-1

I don't need to go through that part again.

But I do want to tell you, as a city councilman now, as a representative, I want to tell you that right from back in '96 when the city council under Mayor Ken Devoe [phonetic] had a resolution to the committee and then to the Commission, and then under Mayor Rudy Trevino [phonetic] in Atwater, they were in favor of the High-Speed Rail and of the Altamont area -- the line. Okay.

And then the mayor of Atwater now, Mayor Joan Faul and her group, we are still in favor of all of this. And so I won't take the time to say what all of these wonderful things that everybody has said. They've all had good things to say, including the gentleman from San Jose. I mean, he has a good reason for having his, you know, feelings of going over the Pacheco like we all favor going over the Altamont.

But I do want to say that you people are the -- where you have a little difference than the city councils and the boards of supervisors, when we have a project come before any of us, we have what are known as NIMBY's, "not in my backyard." But you people have the opposite. Everybody wants it.

So I will leave this (indicating) with somebody here. The City of Atwater is definitely in

PH-M21-1 cont'd

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favor of it and for all the very reasons that everybody has spoken about. PH-M21-1 cont'd

Thank you very much.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Bill Sanford, and then we have Annette Allsup.

BILL SANFORD: Good afternoon. Bill Sanford from Atwater, coming as an individual. PH-M22-1

And I join all the others in expressing appreciation to you all for coming to us today.

I wanted to -- I'd hoped that I could express appreciation to your Authority Chairperson Quentin Kopp. I wrote him on August 17th, didn't really expect a reply but did receive a very gracious reply. And there were a couple of sentences which he kind of echoed what I'd said in my letters.

And I wanted to let those out this afternoon. He says at one point -- I'll pick up the sentence here -- sorry to -- okay. Here we go.

"You may be assured that the decision will based on," quote, "sound science and informed economics and not on the personal preferences of one area's politicians."

I appreciated his echoing that that I had said or hoped for. And further down he said, "You will be reassured that careful attention will indeed be

conferred upon the notion of saving taxpayer funds." PH-M22-1 cont'd

I was glad to hear that. And on that last point, let me suggest the possibility that there might be some saving of taxpayer funds if we can move the main construction closer to Sacramento sooner rather than later. I mean, it's going to go to Sacramento, right? And I think there probably will be savings if we could move further that direction rather than later, which suggests my own personal commitments to Altamont. PH-M22-2

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Following Annette Allsup, we have DeeDee D'Adamo. Thank you.

ANNETTE ALLSUP: Hi. My name is Annette Allsup, and live here in Merced. I'm a great proponent of High-Speed Rail. My husband and I went to Europe in June this summer, and we rode some of the best trains in the world. We were gone for a whole month, and we had a fabulous time. PH-M23-1

It is such a pleasure to jump on a train and not have to worry about driving. You can sit; you can stand or walk; you can eat; you can read or sleep. And the view is always fascinating.

I'm originally from the East Bay area, but I've lived here in Merced for 25 years. Because many of my family still live in the Bay Area, I have driven

Merced Public Hearing Transcripts – Continued

the Altamont Pass countless time. I have also driven the Pacheco Pass on trips to the coast. It seems so obvious which route should be selected. Altamont. PH-M23-1 cont'd

The cut-away through the Coast Range is huge. There's already a rail corridor, and more Valley towns will be served by choosing that route.

Another reason I'm a proponent of the Altamont is that there are far fewer animals and habitat that will be disrupted because the freight trains already go there. The only reason Pacheco is even 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.

Please endorse the Altamont. It's the safest and the smartest choice.

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

DeeDee, you, and following, then, we're going to have a student body from UC Merced.

And I won't say your name. You can say it to me because I don't know if I'll say it correctly.

DEEDEE D'ADAMO: Good evening, Honorable Board Members and staff. Thank you so much for being here in PH-M24-1

Merced, and also thank you for committing to holding another hearing in the San Joaquin Valley in Stockton. PH-M24-1 cont'd

My name is DeeDee D'Adamo. And I am a board member to the Governor's Partnership for the San Joaquin Valley. I'm also a board member to the California Air Resources Board, and I serve as senior policy advisor to Congressman Cardoza. But you heard from someone else on our staff, so I'll be limiting my comments with regard to some issues that the Partnership is working on. PH-M24-2

The Partnership really was an outgrowth from several efforts underway in the San Joaquin Valley to pull together the region to focus on issues of commonality to the various counties throughout the San Joaquin Valley.

And several years ago, the Valley Congressional Delegation joined together to put together a request into the Congressional Research Service to look at some indicators in the San Joaquin Valley. And that report came out, I believe, about five years ago and underscored many things that we all already know. And that is that this is the most under-served region of the state. In fact, if we look at the entire nation, it's one of the most under-served regions in the nation in terms of educational

Merced Public Hearing Transcripts – Continued

opportunity, economic opportunity, the highest -- some of the highest unemployment rates in the nation, our healthcare system, our transportation system. PH-M24-2 cont'd

And so virtually across the board on indicators, we are a tremendously under-served region. And so the Governor, in follow-up to this study that came out, appointed the Governor's Partnership for the San Joaquin Valley. And we had a meeting a couple of weeks ago in Hanford. And Mr. Morshed and Ms. Pourvahidi were there and did a really wonderful presentation. Board Member Florez was there, and it was just a terrific opportunity for many of us on the board to hear about the exciting opportunity to bring High-Speed Rail to California.

And I believe you heard from other officials from the Partnership, so I don't want to go into detail -- just on two points, and that is to say that we all felt very strongly about the importance of linking the Valley from Bakersfield to Sacramento, very important for all of those reasons that I just talked about in terms of this region being so terribly under-served and then, also, linking the Valley to the rest of the State

And since I'm a board member of the Air Resources Board, I would just like to point out in PH-M24-3

particular some of the big benefits that we think we can see with High-Speed Rail in the Valley. I just came from a meeting in Fresno where we are struggling to find every ton of reduction that we can for this region. We have some of the worst air in the nation, the highest asthma rates in nation, and this region was just bumped up to an extreme non-attainment classification. PH-M24-3 cont'd

And when we see that your own figures show that 41 percent of the ridership will come from this region, it doesn't take a lot to figure out the math, that it's really going to help us in our quest to improve air quality.

So I would like to thank you for coming here, thank you for the hard work that you're doing on this project, and pledge through the Partnership to work closely with you. We'd like to give you -- lend our resources.

And also at the California Air Resources Board, we have top staff that can help you in your air quality analysis. I know that the local district is interested in helping as well. So anything that you need to bolster those air quality benefits, we pledge to support this project and work closely with you. PH-M24-4

Thank you very much for being here.

Merced Public Hearing Transcripts – Continued

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

And now we have the student body president from UC Merced.

And I'll let you introduce yourself.

UDAY BALI: Thank you.

Hello, I'm Uday Bali.

VICE-CHAIRPERSON FRAN FLOREZ: Oh, I had it.

UDAY BALI: In fact, that's the abbreviated form. It's actually Uday De Bali [phonetic]. PH-M25-1

I'm the Student Body President at UC Merced. And some of my other students and I are here to show the importance of having the High-Speed Rail come to Merced County and the neighboring regions. We did miss a few classes to be here, so it is something really important and near and dear to our hearts.

Personally, being an environmental engineering major, I do understand that the High-Speed Rail over here would really help the air quality and reduce air pollution. And originally, being from New Delhi, India, we just built a high-speed rail called the Metro over there and considerably reduced the air pollution over there, congestion, and transit time.

So I do understand the importance of having this High-Speed Rail come up in this region because these are the issues that we face in the Valley too.

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And we really need to address those. PH-M25-1 cont'd

UC Merced, it will help attract more students and help existing students to go home over the weekends and over the holidays rather than waiting for other students to bring back turkey for them.

So I have a lot of friends ranging from L.A. to Bay Area who love to go home every weekend, so it would really help them go back. And we are going to grow; our student body is going to grow over the next few years. So it would be a real beneficial factor over there.

I am also from Modesto, where my parents are. So it would really help me make it more efficient and cheaper for me to go back home a lot more, and my parents would get to see me more often.

Lastly, not taking too much of your time, I believe it will also help the development of this area that UC Merced has started, and along with the High-Speed Rail, it will really help develop the neighboring regions: Merced, Modesto, and the Central Valley.

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Next speaker is Rick Osorio, and then our last speaker is Trevor Albertson.

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Merced Public Hearing Transcripts – Continued

RICK OSORIO: Good evening. Thank you for allowing me to speak. I'm Rick Osorio, and I'm speaking as a resident of Merced. And I just wanted to encourage you -- other people may tell to you use this route or that route. Obviously I live in Merced, so you know which route I want it to come through. I don't want to have to go south to go north, or go north to go south.

So anyway -- but the thing is, we need to -- on this train here, this High-Speed Rail, I wish you would change it to the "Freedom Train," because this train is a freedom train for everyone. It would solve some of our air pollution problems and give our kids the freedom to breathe clean air again. So that's important to us. And it would also give our seniors the ability to have the freedom to breathe clean air.

It will also help our health for all our citizens and therefore, with the limited doctors and hospitals that we have in our community, it would mean healthier citizens.

The infrastructure in the Valley is very poor because we're a poor community. So the infrastructure of a High-Speed Rail would encourage other infrastructures to be built. It would also prevent our towns from growing too big because now people could go

PH-M26-1

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to and from the Bay Area or Southern California and go to work.

Right now, the pollution from the vehicles going back and forth two or three hours to the Bay Area to get a high-paying job is very stressful. So our divorce rate would go down; families would be closer together; it will almost be a Garden of Eden again. I'm just trying to give you guys a little balance when everybody says "yes" and "no."

And then on the other part is that I would like to see -- I'm right there at the edge of the Baby Boomers. And I would like to see this train built before I get too old to take it. And I'm sure everybody else would.

And the other thing is, you're missing a great opportunity to have enough money to pay for that train because these Baby Boomers are going to be the majority. And they've got cash to spend. And their kids all live in the Bay Area and Southern California. so I ask you, change this, and be bold. Like Jack-In-The-Box says, "Be Bold," and go after that bond, and get it. And then, if you don't have enough friends up there, we'll give you the network. We'll be your Verizon. The network is here. We'll be behind you, and we'll see that the legislature moves forward

PH-M26-1 cont'd

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Merced Public Hearing Transcripts – Continued

for you. PH-M26-1 cont'd

God bless you guys.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Trevor Albertson.

Trevor, you're not last, though.

TREVOR ALBERTSON: How the heck do I follow that anyways, right? PH-M27-1

You know, I have to apologize. I'm sorry I didn't have a chance to better prepare my comments. I've been on Reserve duty for a month, and I just found out about this the other day. But I did want to come and say my piece. I don't represent a single person or group here, other than myself. And I need to say that because there's some folks that might assume that is such.

I'm a Ph.D. student up at UC Merced. I'm a historian, which means I couldn't find a job doing something else. And for a minute, I just wanted to take the historian's perspective here and talk about why this needs to happen with all due diligence immediately.

And on your brochure you pointed out that, you know, "Locomotives and the Intercontinental Railroad brought commerce to California. How wrong could we be? High-Speed trains will bring a stronger, more efficient

economy and nearly half a million new jobs." I bet it will. And, "High-Speed trains offer a way forward." That is the truth. PH-M27-1 cont'd

California was well developed before the Transcontinental Railroad got here. It simply developed everything in between. L.A. and San Francisco are the destinations; we are everything in between. It took about four or five years of dedicated building to build that Transcontinental Railroad. Let's hope it doesn't take 25 years to get this built.

And I point that out for three simple reasons. And I'm going to go through them -- well, more than three.

You've got populations shifts. There is simply no natural impediment to building here in Central Valley. They're not building any new property in the Bay Area. People will move here. This will enable them to live and work here or in the Bay Area.

You've got the Boomers retiring. They will continue to retire in the hills. The Highway 4 and 120 and 108 corridors are growing like crazy. And there's new Californians coming in, whether those be immigrants from out of the country or immigrants from other states, which many Californians call "out of the country."

Merced Public Hearing Transcripts – Continued

Now, why is that important? We've got all these folks coming in. Well, it's going to influence the lifestyle and the way in which we live. As time passes, people will choose not to take rail but to continue to fly and continue to drive and to continue to clog the roadways. That's why this needs to happen sooner rather than later. PH-M27-1 cont'd

And the way people settle and the resources they use will also be influenced by whether High-Speed Rail is here now or later.

So all I'm going to ask is please bring it. We'd love to have you. And bring it as fast as possible.

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

Our last speaker is Joanne Clarke.

JOANNE CLARKE: Hi. I live at 2823 North Oleander in Merced. And I currently work in Turlock. I commute to work every day. It's 28 miles one way. PH-M28-1

I see the same people, every day, commuting up 99 north from Merced. And I suspect they come as far south as Chowchilla, Madera.

I am a proponent for the Altamont Pass corridor for the High-Speed Rail because I feel that we need transportation, mass transportation, through the

Valley.

There are many reasons that the Altamont Pass corridor would be better. Number one, it would allow more transport through the Valley, linking the smaller towns with the larger towns, all the way up into Sacramento. And it would give us a link from the Valley to San Francisco and to L.A. without driving over Altamont Pass. PH-M28-1 cont'd

I feel that the Pacheco Pass route will be a detriment to our wildlife refuges that are there. It will create sprawl that does not already exist there. I believe that having the High-Speed Rail go through the Valley will eliminate some of the sprawl that's occurring here and improve the density of our small towns that the rail will go through.

Now, I understand that this is a high-speed rail, and it's not expected to stop at every little town along the way. But I believe that having it go this route will allow for connector links, maybe light rail to connect with. The Bay Area, the Peninsula already have CalTrain. They have BART. They have any number of connector links that can link in with the High-Speed Rail system that already exists. The Valley does not.

We have Amtrak that comes through the Valley

Merced Public Hearing Transcripts – Continued

but it does not stop at every station. I researched commuting on Amtrak to Turlock. Amtrak does not even stop in Turlock, so it's not even an option for me. PH-M28-1 cont'd

I think that having a rail that can connect us, we commuters, with the High-Speed System and with the smaller system linked to the smaller towns up and down the Valley will eliminate the terrible traffic we have on Highway 99, and perhaps it would allow for the trucking that needs that freeway.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

And now it's really, really the last speaker. I know I have said that three times, but -- Carolyn Vara.

CAROLYN VARA: I'm really excited about all of the discussion of High-Speed Rail because it's long overdue. I'm a kindergarten teacher at a school that is adjacent to Highway 99. We get lots of pollution. We have lots of kids with asthma, lots of absences. My own daughter suffers terribly from asthma. My son, who lives in the San Diego area, doesn't. He gets the nice breezes, and so he doesn't have the polluted air that we breathe every day. PH-M29-1

So the sooner we get the High-Speed Rail through the Valley, the better we will all be. And it needs to connect the cities through the center of the

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San Joaquin Valley. And we will be seeing a lot more people coming to UC Merced, not only as students and faculty, but we will be hosting a lot of conferences with professional people coming, and we would like to see those people be able to come to Merced on the High-Speed Rail so they don't have to commute long distances from Southern California, the Bay Area. PH-M29-1 cont'd

Our airline system isn't great here in the Valley, so we really need to capitalize on High-Speed Rail and get it up to Sacramento and bring it all the way to the Valley. And the sooner, the better.

Thank you.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you.

And I would like to take this opportunity to say thank you for everyone who came here today to listen and to speak and also offer Mr. Diridon an opportunity speak if he would like.

BOARD MEMBER ROD DIRIDON: Only to say -- I'll only say that I apologize, again, for being tardy, that I've been here before, as Supervisor Miller noted, and I appreciate the opportunity of coming back.

I really appreciate all of your strong universal support for the High-Speed Rail Program, and I hope we all have an opportunity to vote on those bonds in November of 2008. And we'll be very studious

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Merced Public Hearing Transcripts – Continued

and careful about looking at the data and looking at your comments from this hearing and the other hearing as we finally make our decision, probably in late October, on the route to connect the Central Valley and the Bay Area.

And thank you again for making us so welcome and for hosting us so nicely. A special appreciation to Fran for her chairing this meeting and for her long leadership within the High-Speed Rail Authority Board.

VICE-CHAIRPERSON FRAN FLOREZ: Thank you everyone. And we'll close the public hearing.

(Whereupon, the proceedings concluded at 5:55 o'clock p.m.)

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings, including the audio-taped portion, were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 13th day of September, 2007.

DEBORAH FUQUA
CSR NO. 12948

Responses to the Merced Public Hearing, August 27, 2007

PH-M1-1

Comment acknowledged.

PH-M1-2

Comment acknowledged. Refer to Section 3.3 regarding air quality.

PH-M1-3

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

PH-M1-4

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle AFB as the preferred site for the maintenance facility.

PH-M1-5

Comment acknowledged.

PH-M2-1

Comment acknowledged. Refer

PH-M2-2

Comment acknowledged. Refer to Section 3.3 regarding air quality.

PH-M2-3

Comment acknowledged.

PH-M2-4

Please see Chapter 8 of this Final Program EIR/EIS regarding the preferred site for the Merced station location.

PH-M2-5

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle Air Force Base (AFB) as the preferred site for the maintenance facility.

PH-M2-6

Comment acknowledged.

PH-M3-1

Comment acknowledged.

PH-M3-2

Comment acknowledged. Refer to Section 3.3 regarding air quality.

PH-M3-3

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle AFB as the preferred site for the maintenance facility.

PH-M3-4

Comment acknowledged.

PH-M4-1

Comment acknowledged.

PH-M4-2

Comment acknowledged.

PH-M4-3

Comment acknowledged.

PH-M4-4

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

PH-M4-5

Amtrak would be a complementary service to the proposed HST system, which would service different markets.

PH-M4-6

Comment acknowledged. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-M4-7

Comment acknowledged. The bond measure will be on the November 2008 ballot.

PH-M4-8

Comment acknowledged. Federal participation in the HST system funding is viewed as a critical part of the funding plan for the proposed HST system.

PH-M4-9

Comment acknowledged.

PH-M4-10

Please see Chapter 6 regarding HST station area development.

PH-M4-11

Comment acknowledged.

PH-M4-12

Comment acknowledged.

PH-M5-1

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1.

PH-M5-2

Additional public hearings were held in Stockton on September 18, 2007 and Sacramento on September 26, 2007.

PH-M5-3

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1. Public hearings throughout the state for this Program EIR/EIS would not be appropriate for the decision at hand. Public hearings were held throughout the state for the statewide program EIR/EIS. Future public hearings for Tier 2 project-level environmental documents will be held in various cities throughout the state as those documents are prepared.

PH-M6-1

Comment acknowledged.

PH-M6-2

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

PH-M6-3

Comment acknowledged.

PH-M6-4

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

PH-M7-1

Comment acknowledged. Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Also refer to Chapter 8 of this Final Program EIR/EIS regarding the preferred alignment and station location options.

PH-M8-1

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle AFB as the preferred site for the maintenance facility.

PH-M9-1

Comment acknowledged.

PH-M9-2

Comment acknowledged. The bond measure will be on the November 2008 ballot.

PH-M9-3

Comment acknowledged.

PH-M10-1

Please see Section 3.3 regarding air quality.

PH-M10-2

Please see Section 3.3 regarding air quality. Also refer to the statewide program EIR/EIS and Chapter 2 of this Program EIR/EIS regarding phasing of implementation.

PH-M11-1

Comment acknowledged.

PH-M11-2

Comment acknowledged.

PH-M12-1

Please see Section 3.3 regarding air quality. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1. Please also see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative.

PH-M13-1

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

PH-M13-2

Most HST station location options have been identified around existing transportation hubs to better facilitate connections to local transit and airports. Please also see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. As discussed in the statewide program EIR/EIS, existing Amtrak intercity rail service would provide connectivity to the proposed HST system, since Amtrak has stations at more numerous cities than the proposed HST system would have, but the proposed HST station sites would either be at or connect with or would likely become station sites for Amtrak's San Joaquin service.

PH-M14-1

Please refer to Chapter 8 of this Final Program EIR/EIS regarding the preferred alignment and station location options and Castle AFB as the preferred site for the maintenance facility.

PH-M14-2

Please see Section 3.3 regarding air quality.

PH-M14-3

Please see Section 3.3 regarding air quality and climate change/greenhouse gasses.

PH-M15-1

Comment acknowledged.

PH-M15-2

Please see Section 3.3 regarding air quality.

PH-M15-3

Please see Standard Response 3 and Chapter 8 regarding the preferred alignment and station location options.

PH-M15-4

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

PH-M15-5

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle AFB as the preferred site for the maintenance facility. Determining locations for construction staging will take place as part of future Tier 2 environmental documentation.

PH-M16-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Section 3.3 regarding air quality and climate change/greenhouse gasses.

PH-M17-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Response to Comment L029-5 regarding the Grasslands Ecological Area (GEA).

PH-M17-2

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Response to Comment L029-5 regarding the GEA.

PH-M17-3

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

PH-M18-1

Comment acknowledged.

PH-M18-2

Please see Standard Response 1 regarding the programmatic decision for the Bay Area to Central Valley project.

PH-M18-3

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Response to Comment L029-5 regarding the GEA.

PH-M19-1

Comment acknowledged. Additional public hearings were held in Stockton on September 18, 2007, and Sacramento on September 26, 2007.

PH-M20-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1.

PH-M21-1

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

PH-M22-1

Comment acknowledged.

PH-M22-2

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1.

PH-M23-1

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

PH-M24-1

Comment acknowledged.

PH-M24-2

The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1.

PH-M24-3

The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1. Please also refer to Section 3.3 regarding air quality.

PH-M24-4

Comment acknowledged.

PH-M25-1

Comment acknowledged. Please also refer to Chapter 6 of this Final Program EIR/EIS regarding HST station area development.

PH-M26-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Section 3.3 and Chapter 5 regarding air quality and growth. The bond measure will be on the November 2008 ballot.

PH-M27-1

Please refer to Chapter 5 regarding growth.

PH-M28-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Response to Comment L029-5 regarding impacts on refuges along the Pacheco Pass, and refer to Standard Response 4 regarding growth.

PH-M29-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost effective manner. See also Response to Comment PH-SF22-1.

Comment Letter PH-M30 (Lee R. Boese, D.D.S., Merced County High Speed Rail Committee, August 30, 2007)

PH-M30

Lee R. Boese, D.D.S., M.S.D., Inc.
Diplomate • American Board of Orthodontics
Orthodontics & Dentofacial Orthopedics

August 30, 2007

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

Dear Rail Authority,

I write on behalf of the Merced County High Speed Rail committee to respectfully urge you to continue to include Merced as a rail stop and Castle Air Force base as a maintenance and construction hub. PH-M30-1

The Merced County High Speed Rail committee is made up of business people, educators, farmers and public sector employees. Our mission is to support the construction of a high- speed line which includes a stop in Merced County. We believe that this project will significantly improve the valleys air quality and transportation needs. Our committee endorses the former Castle Air Force Base as the perfect facility for the construction and maintence hub of this statewide project. PH-M30-2

We have long supported construction of a high-speed line connecting Northern and Southern California. Building such a system would dramatically expand the travel options for California's growing population at half to one-third the cost to expand our airports and highways to provide a comparable level of service. It would significantly reduce air pollution and greenhouse gases, and, if done right, would give California an economic shot in the arm by helping to relieve the high home prices and rising traffic congestion that is slowly strangling California's economic centers. PH-M30-3

Lastly, we urge the Authority to continue their arduous task of completing the necessary studies for the state to consider entering into a public-private partnership to finance, build, maintain and/or operate the high-speed rail system. PH-M30-4

Sincerely,

Dr. Lee R. Boese

Dr. Lee R. Boese Jr.
Chairman Merced County High Speed Rail Committee

Member American Association of Orthodontists
info@drboese.com
177 W. El Portal Dr. • Merced, California 95348 • 209•723-3776 • FAX 209•723-4517
400 W. I St. • Los Banos, California 95635 • 209•827-8705

Responses to Letter PH-M30 (Lee R. Boese, D.D.S., Merced County High Speed Rail Committee, August 30, 2007)

PH-M30-1

Please see Standard Response 3 and Chapter 8 regarding preferred alignment and station locations. Also see Chapter 8 regarding Castle AFB as the preferred site for the maintenance facility. Determining locations for construction staging will take place as part of future Tier 2 environmental documentation.

PH-M30-2

Please see Section 3.3 regarding air quality and greenhouse gases. Determining locations for construction staging will take place as part of future Tier 2 environmental documentation.

PH-M30-3

Please see Section 3.3 regarding air quality and greenhouse gases.

PH-M30-4

If the HST project is to move forward in California, the Authority believes that the private sector will contribute to its financing. The Authority supports private-sector participation in the implementation and operations of HST in California to the greatest degree possible. In its June 2000 Business Plan, the Authority states, “the public’s investment should be limited to that which is necessary to ensure the construction of the basic system” and “private-sector funding to construct major elements of the system would be both practicable and advisable” (Introduction Letter to Governor and Legislature). The Authority’s considerable research into global experience in the development of high-speed ground transportation does not support the notion that the proposed HST could be completely privately financed, and it would be unrealistic to promote such an approach in California.

Comment Letter PH-M31 (Sung Mo "Steve" Kang, University of California, Merced, August 30, 2007)

UNIVERSITY OF CALIFORNIA

PH-M31

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UNIVERSITY OF CALIFORNIA, MERCED
P.O. BOX 2039
MERCED, CA 95344
(209) 724-4417

August 30, 2007

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

Dear Chair Petrillo and Members of the Board:

I am pleased to submit this letter of support for the Draft Program EIR/EIS and the analysis that identified high speed trains as the preferred system alternative to address future transit needs in California. PH-M31-1

As you may know, the University of California, Merced opened in the fall of 2005 as the tenth campus of the University of California and the only research university located in the Central Valley. The campus began its third academic year this week, serving about 1,900 students. Over the next three decades the campus will grow to an ultimate size of 25,000 students. In that same period the Central Valley is expected to be one of the fastest growing regions in our state, growing at over twice the rate of the rest of the state. High speed trains would provide greatly enhanced access to the campus for students, faculty, staff, colleagues from other universities, and other visitors. In addition, high speed rail service would permit students from both Southern and Northern California to commute from their homes to UC Merced, an option that would result in significant cost savings and would allow greater access to a UC education for students not living in proximity to the campus. In addition, the availability of high speed rail service for UC Merced students would create ridership and a commute pattern that would carry into post-collegiate life. High speed rail service also would contribute significantly to overall economic growth and job creation in the Central Valley. PH-M31-2

Last, but also very important, is the benefit to Central Valley air quality challenges. Having a high speed train service would dramatically reduce the number of automobiles currently used for commuting and social purposes, thus significantly impacting the valley's air quality which is a major health concern for our residents.

UC Merced commented in 2004 on the alignment and EIR/EIS issues. And today, given the information on the environmental considerations identified in the Draft Program EIR/EIS, cost projections for the various routes, and ridership potential, PH-M31-3

August 30, 2007
Page 2

the UC Merced campus still supports a Diablo route with a hub and route stop at Castle Aviation and Development Center (formerly Castle Air Force Base). In addition, UCM continues to encourage the Commission to support locating a maintenance facility at the Castle site. PH-M31-3 Cont.

Thank you very much for consideration of these comments.

Sincerely,

Steve Kang

Sung-Mo "Steve" Kang
Chancellor

cc: Congressman Dennis Cardoza
Senator Jeff Denham
Assembly Member Cathleen Galgiani
Merced County Supervisor Kathleen Crookham
Merced County Supervisor John Pedrozo
Merced County Executive Officer Tatum

Responses to Letter PH-M31 (Sung Mo "Steve" Kang, University of California, Merced, August 30, 2007)

PH-M31-1

Comment acknowledged.

PH-M31-2

Please see Section 3.3 regarding air quality and greenhouse gases.

PH-M31-3

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

Comment Letter PH-M32 (Dennis Cardoza, Congressman, August 30, 2007)

PH-M32

WRITTEN TESTIMONY
CALIFORNIA HIGH SPEED RAIL AUTHORITY
DRAFT PROGRAM EIR/EIS PUBLIC HEARING

CONGRESSMAN DENNIS CARDOZA
18TH CONGRESSIONAL DISTRICT, CALIFORNIA

AUGUST 30, 2007
MERCED, CALIFORNIA

I appreciate the opportunity to provide comment to the California High Speed Rail Authority regarding the Draft Program EIR/EIS. I concur with the Authority's conclusion that our existing transportation system does not meet California's current transportation needs, much less the demands of a growing population. With growth in the state projected to increase by almost 50% by the year 2050, it is crucial that we act now to meet this state's transportation infrastructure needs. High Speed Rail offers a common-sense solution to our state's transportation, congestion, and air quality challenges and also provides a vision for our state's infrastructure and economic future. PH-M32-1

High Speed Rail offers tremendous benefits to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought economic opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability and longer travel times. Additionally, the I-5 and Highway 99 corridors provide the major surface transportation link between the northern and southern parts of the state. As main arteries of the state's transportation system, it is especially important for the High Speed Rail Authority to consider the unique challenges and needs of the Central Valley when evaluating the Draft Program EIR/EIS.

The Central Valley ranks among the worst air quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has recently been designated as an extreme nonattainment area for ozone. The extreme nonattainment designation is shared only with the Los Angeles air basin. A High Speed Rail system, with links up and down the Valley will help to alleviate our air quality and congestion problems. I appreciate the Authority's analysis of air quality benefits and impacts, which estimate a significant decrease in criteria pollutants with High Speed Rail, and wish to underscore the importance of the Authority's consideration of air quality benefits as it evaluates the Draft Program EIR/EIS, particularly in extreme nonattainment regions. PH-M32-2

The Draft Program EIR/EIS concludes that development, construction, operation and maintenance of the High Speed Rail will result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation, such as Merced County, I believe the potential this project brings for economic development in the Valley is especially important. All too often, the Central Valley lags behind economic development and job growth experienced in other areas of the state. PH-M32-3

As you consider alignment options, I'd like to stress the importance of linking the entire Central-San Joaquin Valley with the other major urban areas of the state. Connecting Valley communities together and connecting the Valley to the other major urban areas of the state will bring greater economic, educational and cultural opportunities to the Valley. PH-M32-3 Cont.

Additionally, I strongly urge the Authority to incorporate the selection of a Main Repair and Maintenance Facility and related test tracks in Merced County at the Castle Airport, Aviation and Development Center, also known as the former Castle Air Force Base. The Draft Program EIR/EIS outlines the High Speed Rail system's needs for a Main Repair and Maintenance Facility. The Castle Airport, Aviation and Development Center is an ideal location for such a repair and maintenance facility. Castle meets the outlined criteria, and carries with it the added benefits of public ownership, available land and opportunities to connect with other rail and air services. PH-M32-4

I commend the Authority Board members and staff for their diligent work on the Draft Program EIR/EIS. I recognize that there is much work to be done on the document and that funding is not assured for this project. This should not let us loose sight of the vision and of our goal. It is my hope that these funding challenges will provide the Authority with the opportunity to further improve proposals for financing of this project, particularly by reaching out to the private sector to develop public-private partnerships in order to fully realize the goals of High Speed Rail. PH-M32-5

I appreciate the opportunity to provide my comments and look forward to working with the Authority on this project.

Responses to Letter PH-M32 (Dennis Cardoza, Congressman, August 30, 2007)

PH-M32-1

Comment acknowledged. Please also see Sections 3.1, 3.2, and 3.3 regarding traffic congestion, travel reliability, and air quality.

PH-M32-2

Please see Section 3.3 regarding air quality and greenhouse gases.

PH-M32-3

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-M32-4

Please see Chapter 8 of this Final Program EIR/EIS regarding Castle AFB as the preferred site for the maintenance facility.

PH-M32-5

If the HST project is to move forward in California, the Authority believes that the private sector will contribute to its financing. The Authority supports private-sector participation in the implementation and operations of HST in California to the greatest degree possible. In its June 2000 Business Plan, the Authority states, “the public’s investment should be limited to that which is necessary to ensure the construction of the basic system” and “private-sector funding to construct major elements of the system would be both practicable and advisable” (Introduction Letter to Governor and Legislature). The Authority’s considerable research into global experience in the development of high-speed ground transportation does not support the notion that the proposed HST could be completely privately financed, and it would be unrealistic to promote such an approach in California.

Comment Letter PH-M33 (Kenneth N. DeVoe, Mayor, City of Atwater, No date)

PH-M33

CITY COUNCIL OF THE CITY OF ATWATER

RESOLUTION NO. 1347-96

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ATWATER ADOPTING STATE ROUTE 99/ALTAMONT PASS CORRIDOR AS THE CONNECTION FROM SAN DIEGO TO SAN FRANCISCO AND SACRAMENTO AS PART OF THE BASIC HIGH SPEED RAIL SYSTEM

WHEREAS, the High Speed Rail Commission is studying various corridors to provide high speed service from Los Angeles to San Francisco and Sacramento; and,

WHEREAS, the Commission has already recommended further study of the State Route 99 Corridor; and,

WHEREAS, the State Route 99 Corridor options using the Altamont Pass have the highest ridership and revenue potential; and, PH-M33-1

WHEREAS, the State Route 99 Corridor options using the Altamont Pass provide the best service for the intermediate travel markets; and,

WHEREAS, the Altamont Pass capital costs range from 15 to 35 percent less than the capital costs for the Panoche and Pacheco Passes; and, PH-M33-2

WHEREAS, the ridership of the high speed rail system would double if the corridor is extended to San Diego to the south and Sacramento to the north; and,

WHEREAS, the extension of the high speed rail system to Sacramento would increase the market population by approximately three million and approximately double that by the time service begins. The Altamont Pass offers the most cost effective means of connectivity to Sacramento; and, PH-M33-3

WHEREAS, the State Route 99 Corridor in conjunction with the Altamont Pass Corridor would extend the high speed rail system to Stockton and potentially Sacramento. It would offer an opportunity for more dense development of land use, thus preserving valuable Central Valley farmland. PH-M33-4 Cont.

Resolution No. 1347-96 **Page 2**

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Atwater recommends the High Speed Rail Commission adopt the State Route 99/Altamont Pass Corridor as the connection to the San Francisco Bay Area; and that the extensions to San Diego and Sacramento be included as part of the basic high speed rail system. PH-M33-5

The foregoing resolution was hereby adopted this 9th day of December, 1996.

AYES: Duddy, Krotik, Anderson, Abercrombie, DeVoe

NOES: None

ABSENT: None

APPROVED:

KENNETH N. DeVOE, MAYOR

ATTEST:

FRANCES M. BARRETT, CITY CLERK

Responses to Letter PH-M33 (Kenneth N. DeVoe, Mayor, City of Atwater, No date)

PH-M33-1

The statement that "the State Route 99 Corridor options using the Altamont Pass have the highest ridership and revenue potential" is an overly broad opinion that is, in most cases, factually incorrect. Ridership and revenue forecast results for the Altamont and Pacheco base alternatives demonstrate that Pacheco actually has higher ridership and revenue potential than Altamont. Furthermore, Table S.8-1 illustrates that Pacheco often has a higher ridership and revenue potential than Altamont when comparing alternatives that have similar combinations of termini. However, Table S.8-1 also shows that Altamont does have the alternative with the overall highest ridership and revenue potential at 95.9 million annual trips: "Altamont Pass - Oakland & San Francisco via Transbay tube." The highest ridership potential for Pacheco, at 95.2 million annual trips, is "Pacheco Pass - San Jose, San Francisco & Oakland via Transbay Tube.

It is unclear what metric the commenter is using to conclude that "Altamont Pass provide[s] the best service for intermediate travel markets." The Authority and FRA agree with the commenter that HST is most competitive in intermediate to long-distance California markets, where it offers:

- Much faster travel times than the lower cost and more convenient auto mode, particularly for people traveling in groups.
- Much faster travel times and higher frequencies than the lower cost conventional rail mode.
- Equivalent door-to-door travel times and frequencies as the more expensive air mode.

Neither Altamont nor Pacheco has a competitive edge over the other in attracting ridership and revenue in all intermediate travel markets. This competitive edge is a function of the relative time, cost, and frequency of HST service between individual station-pairs, and this relative advantage between Altamont and Pacheco varies for each station pair and network alternative.

PH-M33-2

Please see Chapter 8 of this Final Program EIR/EIS and Response to Comment PH-S1-3.

PH-M33-3

Detailed analysis of the ridership and revenue effects of phased implementation of statewide HST service has not been undertaken. It is not possible at this time to make definitive statements regarding the ridership effect of extending direct HST service to San Diego and Sacramento termini since it is possible that some travelers to/from those markets may use other stations in the absence of direct HST service to those termini.

The Altamont and Pacheco network alternatives have identical alignment and station options between Stockton and Sacramento, so neither Altamont nor Pacheco provides an advantage in terms of providing HST connectivity to Sacramento.

The 2007 population in the six-county Sacramento Area Council of Governments (SACOG) region is estimated at 2,227,1081, not 3 million. SACOG's adopted 2035 population forecast for the six-county region is 3,276,2442, not the 6 million claimed by the commenter.

[1]http://sacog.org/demographics/pophsg/DOF-E5%20population%20and%20housing%20estimates%202000-2006.xls

[2]http://www.sacog.org/demographics/projections/files/2035_projections_010507.xls

PH-M33-4

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-M33-5

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

Comment Letter PH-M34 (Carl Pollard, Merced City Council, August 30, 2007)

PH-M34

August 30, 2007

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

Dear Rail Authority,

My name is council member Carl Pollard of Merced. I am here today to strongly urge you to reaffirm your decision for keeping Merced as a rail stop. As a long time rail supporter my self and other Council members from Merced have sent letters to the governor and the legislature recommending the implementation of High Speed Rail. I also strongly encourage the rail authority to use Castle Air Base for the construction and maintenance facility. PH-M34-1

My personal reasons for supporting High Speed Rail are the following.
1. The High-Speed rail needs to serve the Valley.
2. Passenger rail needs to be a priority for the valley in terms of the connectivity that a High speed rail system will provide.
3. Land use patterns are critical if High speed rail is to succeed. I believe that the rail must try to follow as many existing corridors as possible and practical. I also believe that blighted areas such as our base could be restored to its former grandeur if it were transformed into a construction, maintenance and passenger facility. PH-M34-2

Sincerely,

Carl Pollard

Merced City Council Member
Carl Pollard

Responses to Letter PH-M34 (Carl Pollard, Merced City Council, August 30, 2007)

PH-M34-1

Please see Standard Response 3 and Chapter 8 regarding preferred alignment and station locations. Also see Chapter 8 regarding Castle AFB as the preferred site for the maintenance facility. Determining locations for construction staging will take place as part of future Tier 2 environmental documentation.

PH-M34-2

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 regarding preferred alignment and station locations. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

The proposed HST system would provide connectivity with other transportation modes, including transit and commuter rail, Amtrak, and aviation. The HST system has been planned, where possible, to follow existing transportation corridors to avoid or minimize potential environmental impacts. See also Chapter 6 of this Final Program EIR/EIS regarding station area development.

Please also see Chapter 8 regarding Castle AFB as the preferred site for the maintenance facility. Determining locations for construction staging will take place as part of future Tier 2 environmental documentation.

Comment Letter PH-M35 (Janet Bibby, Chair, Mariposa County Board of Supervisors, July 13, 2007)

PH-M35

Mariposa County
Board of Supervisors

District 1 ..... BRAD ABORN
District 2 ..... LYLE TURPIN
District 3 ..... JANET BIBBY
District 4 ..... DIANNE FRITZ
District 5 ..... BOB PICKARD

RICHARD J. BENSON
County Administrative Officer

MARGIE WILLIAMS
Clerk of the Board

P.O. Box 784
MARIPOSA, CALIFORNIA 95338
(209) 966-3222
1-800-736-1252
FAX (209) 966-5147
www.mariposacounty.org/bcard

July 13, 2007

California High Speed Rail Authority
ATTN: Judge Quentin Kopp
925 L St., Suite 1425
Sacramento, CA 95814

RE: Hearing Process on "Draft Bay" Area to Central Valley HST Program EIR/EIS

Dear Judge Kopp:

Mariposa County is the newest member of the San Joaquin Valley Rail Committee (SJVRC) and, as such, we are very concerned about the plans and implementation of future high speed rail transportation.

As we progress through the planning stage for the high-speed rail route between Los Angeles, through the San Joaquin Valley, to San Francisco, we are approaching a very critical decision point regarding the route to traverse the Diablo Mountain Range into the San Francisco Bay area and the city of San Francisco.

Historically, Altamont Pass has been recognized by most as the preferred route as compared to Pacheco Pass to the south. The Altamont route offers a shorter distance between Los Angeles and San Francisco and offers high speed service to a greater number of passengers. Additionally, the Altamont route will allow more San Joaquin Valley cities to be served by high speed rail. By contrast, the Pacheco route will be longer through more rugged terrain and will enter the South Bay area cities, which are in very close proximity to each other. High speed rail will have to compete with other established forms of surface transportation such as BART and commuter rail service, while being unable to attain a significant speed advantage. The southern route will not address service beyond Fresno, eliminating the cities of Merced, Modesto and Stockton, in addition to many of the vacation destinations in the Sierras such as Yosemite National Park, which one day may be connected by intermountain rail. PH-M35-1

At the June 27th HSRA Meeting in San Carlos, a list of five hearing sites on the draft EIR were presented, which included only Bay Area cities. During this meeting a request was made by Chair John Pedrozo of the Merced County Board of Supervisors to conduct an EIR hearing in the central valley. Dan Leavitt, HSRA Deputy Director, gave a verbal confirmation to schedule an additional meeting in Merced on August 30, 2007. PH-M35-2

Mariposa County - - An Equal Opportunity Employer

California High Speed Rail Authority
ATTN: Judge Quentin Kopp
Page 2.

Although the Merced meeting is welcome, if a true measure of public sentiment is to be received, the HSRA should consider hearings in more San Joaquin Valley cities including (but certainly not limited to) Bakersfield, Fresno, Modesto and Stockton, keeping in mind that the Bay Area sites are in close proximity to each other, while the San Joaquin Valley sites are not. Of the six meetings currently scheduled, only one is outside the tight knit group of cities in the Bay Area. PH-M35-2 Cont.

The southern section of the high speed rail system offers unique challenges. Bakersfield to Los Angeles via Tehachapi, the high desert cities of Lancaster and Palmdale, Saugus, Newhall, San Fernando Valley and Los Angeles all have a vested interested in the entire HSR route. Palmdale is a future site for an International Airport, which will serve much of the Los Angeles area, bringing more passengers into the high speed rail system. The high desert area has grown considerably and that growth will continue well into the future. The route will include the San Fernando Valley and continue on to Los Angeles. All of these population centers along the HSR route have a stake in what we propose along the entire route. PH-M35-3

The Mariposa County Board of Supervisors believes that public comment should include all the areas along the HSR line. It's been over two years since Los Angeles has had a public hearing. The high desert communities should certainly be included also. After the public input process is completed and fairly assessed, we believe that the choice between Altamont and Pacheco will show that Altamont is by far the best and only choice to complete the run into the Bay Area. With this outcome, we strongly believe that the High Speed Rail will become the grand system where all communities will have had the ability to have a say in its development and that future generations will enjoy the high speed rail benefits within the state of California.

We thank you for your consideration and look forward to participating in the development of the high speed rail system.

Sincerely,

JANET BIBBY
Chair
Mariposa County Board of Supervisors

JB/BA/MJ

cc: Daniel Leavitt, Deputy Director, California High Speed Rail Authority

Responses to Letter PH-M35 (Janet Bibby, Chair, Mariposa County Board of Supervisors, July 13, 2007)

PH-M35-1

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-M35-2

Additional public hearings were held in Stockton on September 18, 2007, and Sacramento on September 26, 2007.

PH-M35-3

Public hearings throughout the state for this Program EIR/EIS would not be appropriate for the decision at hand. Public hearings were held throughout the state for the statewide program EIR/EIS. Future public hearings for Tier 2 project-level environmental documents will be held in various cities throughout the state as those documents are prepared.

Please see Standard Response 3 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

Comment Letter PH-M36 (Dennis Cardoza, Congressman, August 30, 2007)

PH-M-36

WRITTEN TESTIMONY
CALIFORNIA HIGH SPEED RAIL AUTHORITY
DRAFT PROGRAM EIR/EIS PUBLIC HEARING

CONGRESSMAN DENNIS CARDOZA
18TH CONGRESSIONAL DISTRICT, CALIFORNIA

AUGUST 30, 2007
MERCED, CALIFORNIA

I appreciate the opportunity to provide comment to the California High Speed Rail Authority regarding the Draft Program EIR/EIS. I concur with the Authority's conclusion that our existing transportation system does not meet California's current transportation needs, much less the demands of a growing population. With growth in the state projected to increase by almost 50% by the year 2050, it is crucial that we act now to meet this state's transportation infrastructure needs. High Speed Rail offers a common-sense solution to our state's transportation, congestion, and air quality challenges and also provides a vision for our state's infrastructure and economic future.

High Speed Rail offers tremendous benefits to California's Central Valley. The Central Valley has experienced the highest growth rate in the state in recent years. This trend is expected to continue well into the future. Although growth in the Valley has brought economic opportunity, it has also brought with it congestion, poor air quality, impaired travel reliability and longer travel times. Additionally, the I-5 and Highway 99 corridors provide the major surface transportation link between the northern and southern parts of the state. As main arteries of the state's transportation system, it is especially important for the High Speed Rail Authority to consider the unique challenges and needs of the Central Valley when evaluating the Draft Program EIR/EIS.

The Central Valley ranks among the worst air quality regions in the nation. The San Joaquin Valley Air Pollution Control District, with jurisdiction over eight San Joaquin Valley counties, stretching from San Joaquin to Kern counties, has recently been designated as an extreme nonattainment area for ozone. The extreme nonattainment designation is shared only with the Los Angeles air basin. A High Speed Rail system, with links up and down the Valley will help to alleviate our air quality and congestion problems. I appreciate the Authority's analysis of air quality benefits and impacts, which estimate a significant decrease in criteria pollutants with High Speed Rail, and wish to underscore the importance of the Authority's consideration of air quality benefits as it evaluates the Draft Program EIR/EIS, particularly in extreme nonattainment regions.

The Draft Program EIR/EIS concludes that development, construction, operation and maintenance of the High Speed Rail will result in the creation of as many as 450,000 jobs in this state. As a member of Congress representing some of the highest unemployment areas in the nation, such as Merced County, I believe the potential this project brings for economic development in the Valley is especially important. All too often, the Central Valley lags behind economic development and job growth experienced in other areas of the state.

As you consider alignment options, I'd like to stress the importance of linking the entire Central-San Joaquin Valley with the other major urban areas of the state. Connecting Valley communities together and connecting the Valley to the other major urban areas of the state will bring greater economic, educational and cultural opportunities to the Valley.

Additionally, I strongly urge the Authority to incorporate the selection of a Main Repair and Maintenance Facility and related test tracks in Merced County at the Castle Airport, Aviation and Development Center, also known as the former Castle Air Force Base. The Draft Program EIR/EIS outlines the High Speed Rail system's needs for a Main Repair and Maintenance Facility. The Castle Airport, Aviation and Development Center is an ideal location for such a repair and maintenance facility. Castle meets the outlined criteria, and carries with it the added benefits of public ownership, available land and opportunities to connect with other rail and air services.

I commend the Authority Board members and staff for their diligent work on the Draft Program EIR/EIS. I recognize that there is much work to be done on the document and that funding is not assured for this project. This should not let us loose sight of the vision and of our goal. It is my hope that these funding challenges will provide the Authority with the opportunity to further improve proposals for financing of this project, particularly by reaching out to the private sector to develop public-private partnerships in order to fully realize the goals of High Speed Rail.

I appreciate the opportunity to provide my comments and look forward to working with the Authority on this project.

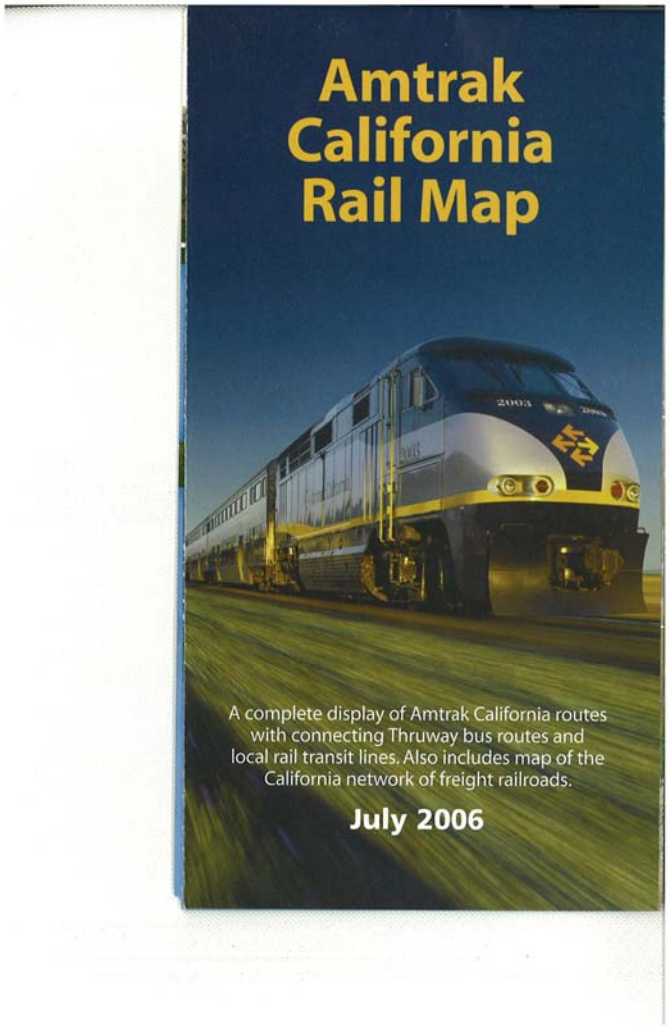
Response to Letter PH-M36 (Dennis Cardoza, Congressman, August 30, 2007)

PH-M36-1

See Response to Comment PH-M3.

Comment Letter PH-M37 (Amtrak, July 2006)

PH-M37



Response to Letter PH-M37 (Amtrak, July 2006)

PH-M37-1

Comment acknowledged.

Public Hearings Comments

Oakland

Oakland Public Hearing Transcripts, August 28, 2007

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

OAKLAND CITY HALL

1 FRANK OGAWA PLAZA, ROTUNDA

AUGUST 28, 2007 - 4:00 O'CLOCK P.M.

---o0o---

REPORTED BY: DEBORAH FUQUA, CSR#12948

A P P E A R A N C E S

HON. QUENTIN KOPP

Chairman of the Board

California High-Speed Rail Authority

(Moderator)

MEHDI MORSHED

Executive Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

P U B L I C S P E A K E R S

VICE MAYOR HENRY CHANG	PH-O1	MICHAEL KIESLING	PH-O9
VICTOR OCHOA	PH-O2	GERALD CAUTNEN	PH-O10
DANA COWELL	PH-O3	ELLEN PARKINSON	PH-O11
JOHN RISTON	PH-O4	RICHARD MLYNARIK	PH-O12
BARBARA PATRICK	PH-O5	JIM BIGELOW	PH-O13
BENA CHANG	PH-O6	STUART COHEN	PH-O14
LIONEL GAMBILL	PH-O7	PAUL GORDENEV	PH-O15
WILLIAM BLACKWELL	PH-O8	MARK EVANOFF	PH-O16
		MARGARET GORDON	PH-O17
		DAVID WEINRIECH	PH-O18

Oakland Public Hearing Transcripts – Continued

Tuesday, August 28, 2007 4:05 o'clock p.m.

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P R O C E E D I N G S

HONORABLE QUENTIN KOPP: Good afternoon, ladies and gentlemen. I'm Quentin Kopp. I'm chairman of the California High-Speed Rail Authority. And this is the fourth in a series of seven public hearings devoted to soliciting public comment on the Draft Bay Area to Central Valley High-Speed Train Program Environmental Impact Report under the Environmental California Quality Act and Environmental Impact Statement under the United States Environmental Protection Act.

The Environmental Federal Rail Administration, I just want to note for the record, is effectively a partner in the undertaking. And I don't mean from a financial standpoint necessarily or exclusively, but also in terms of design and environmental effects and analysis. In fact, a representative was at both public hearings last week, which took place in San Francisco, San Jose respectively. Yesterday, we were in the Livermore Valley at Livermore City Hall. Tomorrow, we will be in Gilroy and then on Thursday in Merced. And then on September 18th, we will be in Stockton at Stockton City Hall.

And all of these hearings are from 4:00

o'clock until 6:00.

And if we conclude the public testimony portion of -- as I think we will from the number of cards I've seen -- about 5:00 o'clock or so, members of the staff will be present to respond to any further comments or questions.

But I would like all the comments on the record. I haven't imposed individual speaking limits thus far because people have exercised judgment in not repeating themselves or repeating verbatim a comment by some other speaker necessarily and, number two, concentrating for the most part on the draft EIR and the draft EIS. That is the central part of the reason for the hearing.

People also, in the course of doing that, may compare the two possible alignments from the Bay Area to the Central Valley. I won't be shocked if you do. But keep in mind that that is not the reason for the public hearings. The reason is EIR/EIS, any mistakes, any omissions, any additions which you recommend as the case may be.

We have a court reporter who is reporting all those monumental utterances of not just the chairman but, more importantly, the speakers. And, of course, that reporting will be reduced to a written transcript

Oakland Public Hearing Transcripts – Continued

that will be available to the members of the Authority Board of Directors and to the staff.

We invite written comments. The time to file or lodge written comments with the Authority endures until September 28th, September 28th. And often oral remarks lend themselves to amplification in written commentary. So I reiterate the invitation to comment in writing.

After all those comments are received, both orally, in the public hearings, and in writing, then process requires analysis by those who I guess we can now pay in some part, now that our budget has been approved for next year in the total amount of $20,700,000. Don't leap to conclusions, because our wish list was about $100 million-plus. But in any event, those comments will be analyzed, and of course, that's preparatory to the final EIR/EIS.

I think a couple of times I've indicated, even stated, that probably our approval decision on the EIR/EIS and the concomitant alignment, Bay Area to Central Valley, will occur sometime this fall. I think I can reasonably be confident that it will happen by the end of the year, probably by the middle of December, maybe in November. I don't think we're going to be able to get to it in October, based on the

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numerous comments we've received.

So with those remarks and with the reminder to keep it pertinent and don't repeat, but make sure you flesh out the points you want to make, I begin -- well, I want to introduce these worthies who are sitting to my left and right, Mr. Mehdi Morshed, who is the long time executive director of the Authority, ten years, plus. And on my right Dan Leavitt, who is one of our two deputy directors. And in the audience is Steve Schneid [phonetic], one-time chief consultant to the senate transportation committee, who is one of the persons whom we contract for, for special services.

You can raise your hand, Steve, anyway.

Let me begin by introducing the Vice Mayor of the City of Oakland, the Honorable Henry Chang, who is our first witness. And then Victor Ochoa from the Office of the Mayor.

VICE MAYOR HENRY CHANG: Thank you. Good afternoon. Welcome to City of Oakland. I'm Henry Chang. I'm the Oakland Vice Mayor, also counsel member at large.

On the other hand, I'm also the chair of the Alameda County Transportation Improvement Authority. On behalf of the city, I would welcome the Authority here, the Director and also the Deputy Director. I

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just -- kind of a pleasant surprise that the deputy director's father and I actually grew up together for 20, 30 years. I don't know if I get any advantage for that or not.

Anyway, Oakland is the transportation hub of the Central Bay Area and gateway to fast-growing East Bay counties which represent close to 40 percent of the Bay Area new growth through 2015.

The Bay Area is also the second-worst congested area in the country behind Los Angeles. High-Speed Rail can remove millions of drivers from California's already saturated freeway system. Today I want to encourage the High-Speed Rail Authority to use the West Oakland BART station as the terminus station in Oakland and also the 12th Street and Oakland City Center stop should be also included in the route. West Oakland BART station offers excellent transfer for both the High-Speed Rail and Amtrak, only seven minutes from San Francisco Downtown. PH-O1-1

We look forward to the next phase of the analysis which will determine the final alignment of the Bay Area-to-Central Valley Corridor High-Speed Rail network. We hope that the City of Oakland is given the opportunity to remain a major player in the entire process. PH-O1-2

I want to thank you again for making your presentation here in Oakland. PH-O1-2 Cont.

HONORABLE QUENTIN KOPP: Thank you, Mr. Vice Mayor, for making these facilities available to us.

Mr. Ochoa.

VICTOR OCHOA: Thank you, and welcome to Oakland. Again, my name is Victor Ochoa, for the record, from the Office of Mayor Ron Dellums.

Thank you, Mr. Chairman, for being here and thank you to the Deputy Director and Director as well. I do want to focus comments, mainly brief comments, on the alignment issue and why we believe that the Altamont alignment is clearly the best alignment option.

We all know that that is already a severely congested corridor in contrast to the 152 Pacheco corridor, which is not a severely congested corridor. And if we're going to have a linkage between the Bay Area and the Sacramento-Stockton area, then the Altamont is the natural way to do that. If you go the southern route, there's going to be significantly more travel time between the Bay Area and the Sacramento area. That will lead to much less reduction in vehicle traffic, we believe, because people will be faced with the option of taking a roundabout route from the south PH-O2-1

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versus remaining in their vehicles. And that's not an option that is favorable to the environment, and we think the impacts will be very negative. PH-O2-1 Cont.

Now, the cost, if all three of the stations are put in place between these areas -- San Francisco, Oakland, San Jose -- the ultimate option with all these of those three stations is about a billion dollars less. So the cost is significantly less if you come through Altamont rather than the southern route. PH-O2-2

In addition, I'd like to point out that the draft EIR makes clear that the impact on farmland and floodplain is going to be significantly more if you come through the southern route. PH-O2-3

Now, one of the things that would be good to see is a time analysis regarding the Dumbarton crossing. There's been some issue about the Dumbarton crossing, and there's a lot of legitimate environmental concerns about that because that goes, as I think most of us know, through wetlands. So we think that you really need to look closely at the benefits of that and whether that crossing really is going to offer any real significant benefit in terms of travel time. We don't see it. But maybe that might be an area for furthering more in-depth analysis. PH-O2-4

So I just want to leave you with the thought

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that the Dumbarton crossing needs to be very carefully looked at, and its benefits at this point look very questionable. PH-O2-4 Cont.

That's my comments. I thank you for your time. And the City of Oakland staff will be preparing more detailed comments. And we look forward to participating in this very, very important project as it moves forward. And we look forward to its fruition some day.

Thank you.

HONORABLE QUENTIN KOPP: Thank you, Mr. Ochoa.

I should also tell people who arrived late, there are cards outside if you want to speak. And if you want to speak, we need your name. And if you want to identify an organization with which you're associated, please do that.

Next speaker is Dana Cowell of the San Joaquin Council of Governments, followed by John Riston from the Santa Clara Valley Transportation Authority.

DANA COWELL: Thank you Mr. Chair, appreciate being here again today.

I am here today speaking on behalf of the San Joaquin Valley Policy Council. This is a council made up of two elected officials from each of the eight counties in the San Joaquin Valley who take positions PH-O3-1

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on issues that are important to the Valley as a whole. The eight counties of the Valley represented by this policy council have taken a position in support of the Altamont Pass alignment. I know that you've heard from Supervisor Michael Rubio from Kern County, who has been up and presented before you before regarding this position. I'd like to elaborate on some of the points he's made and offer a few other ones on behalf of the Policy Council today.

What we're suggesting with the Altamont alignment is that this provides the opportunity for the High-Speed Authority to be most inclusive in the decisions that you make and the markets that you serve in terms of moving forward in this Phase 1 service. Particularly, when you look at the northern part of the San Joaquin Valley and 1.3 million people that live there, there's an opportunity to provide service to them by the Altamont alignment. These are some of the fastest growing counties in California in addition to the 1.3 million base population they have right now.

When you look at the service to the Sacramento area, the Altamont alignment provides a distinct benefit in terms of the ability to gain service, provide service to the Sacramento area. It's much faster than the Pacheco alignment. That provides a

PH-O3-1 Cont.

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distinct advantage. When you look at the chance to provide service to Sacramento also, the infrastructure requirements in the future from the Altamont up to the Sacramento area would appear to be much less and a much quicker way to initiate that service up to Sacramento.

When you look at the opportunity for service to the Livermore Valley, the communities that are in the 680 and Highway 580 corridors, the Altamont would do that. There are different alignment alternatives that you'll be looking at there, but there are six different places that you could put a station. In making your selection in that corridor, there's a possibility of a seventh location, as has been identified by the Regional Rail Plan that's going on concurrent with this effort at the Isabelle Stanley location. That is between Livermore and Pleasanton. That's been identified by the study as a good location for connecting ACE, connecting an extension of BART. It has other multimodal connections, and I would suggest it would be a good things thing to look at in terms of its potential connectiveness for a station in the Livermore Valley as one option.

Assuming a base-case analysis, going through the Altamont alignment provides an opportunity for a connection to BART, as BART service now exists. This

PH-O3-1 Cont.

PH-O3-2

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is provided with a chance that the Union City station, as well as out in the Livermore Valley -- so this is a chance to connect directly with BART. And if the base-case service was assumed to San Francisco and San Jose, this provides a chance to use BART to, in fact, connect with the East Bay all the way up to Oakland. PH-O3-2 Cont.

These are all additive areas to providing service, additive markets that could be providing service in addition to the Dumbarton connection also providing service on the corridor to both San Jose and San Francisco. Also, continue the option to make the connection on that particular corridor for San Jose International Airport as well as the San Francisco International Airport. So you can add on additional service to these markets as well as serving the Peninsula with the Dumbarton connection.

One of the goals for the High-Speed service is to reduce congestion. When we look at the total inter-regional travel as well as commute travel on the Altamont Pass and we consider the 580 corridor, we find that the 580 corridor in the Tri-Valley area has the second and third most congested sections of highway in the Bay Area. The only part of the highway system that's more congested than the Bay Area is the approaches to the Bay Bridge in the morning on I-80. PH-O3-3

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So when we look at congestion relief in this corridor, there's a substantial opportunity in terms of the amount of congestion relief that could be provided by High-Speed Rail in one of the most congested corridors in the Bay Area. PH-O3-3 Cont.

One of the additional goals of this service is to look at reduction of vehicle miles of travel and, by doing that, also provide additional air quality benefits in the state. By providing more VMT reduction in the San Joaquin Valley via the Altamont corridor versus the Pacheco corridor, you'd be creating a better take-down of vehicle miles of travel. And this is particularly important in the San Joaquin Valley. PH-O3-4

As I'm sure you're aware, the San Joaquin Valley is on its way to being designated as extreme for ozone. It would be only the second in the United States as having that distinction. We also are identified as serious for particulate matter. So the benefits that High-Speed could provide by going through the Altamont Pass are particularly important relative to VMT reduction and air quality values.

That is noteworthy, in particular, when you considered, based on the ridership analysis that's been done for High-Speed Rail, 79 percent of all of your market that you're going to draw into the High-Speed

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system would be from vehicular travel. And certainly in the Valley, that is the primary mode to doing regional travel right now, as opposed to air. PH-O3-4 Cont.

So in conclusion, as I look at the product that's been put together for the Authority concerning ridership and revenue forecasts, we find that the volume of inter-regional travel, the travel time under the express -- looking at express service, the base-case costs, the base-case operations are all very close in terms of the Altamont alignment and the Pacheco alignment. In some cases there's actually a benefit to the Altamont alignment for that service. PH-O3-5

So we suggest that, with the inclusiveness that you can provide with these additional markets and the connectiveness, it's much closer at hand, by providing Sacramento service, that the Altamont is the right alignment to select.

And I thank you for your time.

HONORABLE QUENTIN KOPP: Thank you, Mr. Cowell.

John Riston, Santa Clara Valley Transportation Authority, and then Barbara Patrick, who is from the California Partnership for the San Joaquin Valley.

JOHN RISTON: Thank you very much, and thank you for having us up here. My name is John Riston, Santa Clara Valley Transportation Authority. PH-O4-1

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The Santa Clara Valley Transportation Authority strongly supports the High-Speed Rail line connecting Northern California and Southern California as a really great way to relieve highway and air traffic congestion between Bay Area and Southern California. But VTA also believes very strongly that the Pacheco Pass alignment makes the most sense as the entry point into the Bay Area for High-Speed trains. PH-O4-1 Cont.

In 2005, the California High-Speed Rail Authority's Draft Statewide Program EIR/EIS did conclude that the Pacheco Pass was the better alignment because it does provide better frequency of service to critical Silcon Valley job market and up the Peninsula and San Mateo and into San Francisco. PH-O4-2

It more effectively and efficiently meets current and future inter-city travel demand and thus is a better fit for the High-Speed Rail's basic project objectives. It does not require a new San Francisco Bay crossing which would pose considerable environmental challenges and would be costly and potentially result in significant project delays.

We believe that the information presented in the Authority's Draft Bay Area-Central Valley High-Speed Train Program EIR/EIS does not change these conclusions. The Pacheco Pass alignment would provide

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faster, more direct and more frequent service to the three largest urban centers in the Bay Area: San Jose, San Francisco, and Oakland. PH-O4-2 Cont.

We certainly understand the issues of the commuters between the Central Valley and the Bay Area along the I-580 corridor. And VTA is willing to roll up our sleeves and work as a regional solution, separate from High-Speed Rail, to try to find a way to resolve those commuter issues.

Additionally, as one of the partner agencies in the CalTrain Commuter Rail Service, VTA strongly believes that the Pacheco Pass alignment is more consistent with CalTrain's corridor long-range plans. PH-O4-3

Finally, as air traffic between the Bay Area and Southern California will continue to grow in the future -- as you know, all three major airports in the Bay Area are severely constrained with their ability to expand. The Bay Area-Southern California traffic corridor is only going to get busier in the future, and the High-Speed Rail provides that sort of service to offset those expansion needs. PH-O4-4

Therefore, the primary purpose of the High-Speed Rail must be to provide a competitive long-distance transit alternative between Northern and Southern California. And the Pacheco Pass alignment is

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the best alternative for achieving that purpose.

Thank you for your time today. And we're prepared to also send written comments as well. Thank you. PH-O4-4 Cont.

HONORABLE QUENTIN KOPP: Thank you.

Ms. Patrick, and then Ben Chang -- Bena -- gosh, I should have this down by now -- from the Silicon Valley Leadership Group.

BARBARA PATRICK: Good afternoon, Mr. Chairman. My name is Barbara Patrick, and today I'm representing the California Partnership for the San Joaquin Valley and its Transportation Work Group.

The San Joaquin Valley Partnership is a unique public-private collaboration created by Governor Schwarzenegger. It includes ten work groups, three of which will be impacted by the High-Speed Rail coming through the Valley. And those include the Transportation Work Group, the Economic Development Work Group, and the Air Quality Work Group. PH-O5-1

I provide staff support for the Transportation Work Group. And our chairman, Supervisor Frank Bigelow, is unable to be here today. So I am just here letting you know that the Transportation Work Group has been working with the Regional Policy Council that Mr. Cowell spoke of and that we have developed a joint

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1 working position on High-Speed Rail.
2 And the working position includes the
3 following: We believe that High-Speed Rail needs to
4 serve the entire San Joaquin Valley, from Bakersfield
5 to Sacramento, and that the region must stay together
6 as it works toward implementation of the initiative.
7 We also believe that passenger rail is
8 priority for the Valley and is meeting immediate demand
9 but that our mid and long-term demand will be met by
10 the High-Speed Rail initiative.
11 The route between the San Joaquin Valley and PH-O5-1 Cont.
12 the Bay Area will have a the significant impact on the
13 Valley. And we believe it is critical that we are
14 served as an entire region. As you are undoubtedly
15 aware, the population of the San Joaquin Valley has
16 grown exponentially. We face major air quality
17 challenges.
18 And information provided by the High-Speed
19 Rail Authority would indicate that 40 percent of the
20 total ridership of the High-Speed Rail will be
21 generated by or serve San Joaquin Valley communities.
22 Those who choose to be transported by High-Speed Rail
23 rather than passenger vehicles will be part of the
24 solution to our traffic congestion and our air quality
25 challenges.

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1 And lastly, I cannot thank you enough on
2 behalf of the partnership that you are now talking
3 about having seven meetings and that there will be a
4 Stockton meeting. We think it's very important that PH-O5-2
5 anything that is so critically important to the San
6 Joaquin Valley have an opportunity to have our citizens
7 have input. So we thank you very much for establishing
8 that meeting. We'll be looking forward to seeing you
9 on the 18th of September.
10 And thank you very much for your hard work on
11 this issue.
12 HONORABLE QUENTIN KOPP: Thank you, Ms. Patrick.
13 Ms. Chang.
14 BENA CHANG: Good afternoon. My name is Bena
15 Chang, and I'm here to speak on behalf of the Silicon
16 Valley Leadership Group.
17 As you know, the Silicon Valley Leadership
18 Group is a public policy trade association that
19 represents over 200 companies in Silicon Valley. PH-O6-1
20 Together our companies provide one out of every four
21 jobs in Silicon Valley.
22 I wanted to take some time today to really
23 thank the High-Speed Rail Board and staff for
24 organizing this series of hearings throughout the Bay
25 Area on the EIR and EIS. I've attended a couple of

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Oakland Public Hearing Transcripts – Continued

these hearings, and I'm really heartened to see the strong level of general support for High-Speed Rail. I think this bodes well for the upcoming ballot measure in November 2008, and we look forward to working with you on that.

I have personally been on the wonderful High-Speed Rail systems in Europe and in Japan. And I've taken these trains mainly because they're competitive in terms of time and cost with airplanes -- or trains -- yes.

These systems are competitive because they connect major urban centers and have limited stops in between. In California, the Leadership Group believes, this can only be accomplished if High-Speed Rail enters the Bay Area via the Pacheco Pass. The Pacheco Pass will connect the northern economies of San Francisco, Oakland, and the Silicon Valley with the economic ventures of the south.

We believe that, if the Board were to select Altamont Pass as the preferred route, we would not be able to surmount the significant environmental concerns involved with the San Francisco Bay crossing. Consequently, High-Speed Rail would not have a direct connection to San Francisco, which hurts ridership and the overall profitability of the High-Speed Rail

PH-O6-1 Cont.

system.

For these reasons, we respectfully urge you to select the Pacheco Pass as the preferred route.

PH-O6-1 Cont.

Thank you very much.

HONORABLE QUENTIN KOPP: Lionel Gambill and then Bill Blackwell.

LIONEL GAMBILL: Mr. Chairman, and Members of the Board and staff, my name is Lionel Gambill. I live in Novato, in Marin County. And I've been following this issue for many years. And I've ridden on both steel-rail high-speed trains as well as Maglev. And I'm a strong supporter of steel rail.

One of the big advantages of California High-Speed Rail is that it's going to stimulate all sorts of rail development in California. I think it's a key part of getting away from our highway dependence, which has been such a big problem. And it's going to get much, much worse during the next few years between global warming and peak oil. So we need to do everything to get people out of automobiles and off of highways.

PH-O7-1

I urge the High-Speed Rail Authority to choose the Altamont Pass alignment. For one thing, it concentrates development where there is already development. That's a very good land use value --

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1 rather than spurring development in much more sparsely
2 settled areas.
3 Another, I think, significant advantage of the
4 Altamont corridor is that you'll be able to share right
5 of way with ACE. If you've talked at all to Stacey
6 Mortenson, who manages ACE, she's really, really
7 frustrated with having their trains dispatched by Union
8 Pacific dispatchers in Omaha. And sharing right of way
9 with the High-Speed Rail corridor would be a benefit
10 for them as well. It's a win-win situation. PH-O7-1 Cont.
11 And the Altamont corridor also offers the
12 lower impacts, lower negative impacts on farmland,
13 floodplains, endangered species.
14 Again, San Francisco to Sacramento is 41
15 minutes shorter going through Altamont Pass than
16 through Pacheco Pass. The idea of traveling on a fast
17 train from San Francisco to Sacramento via Los Banos is
18 mind boggling.
19 There are lower O and M costs for the Altamont
20 Pass. It's better environmentally and economically.
21 The questions that have been raised about crossing the
22 bay in the Dumbarton area, I think, are overblown.
23 There are already two bridges there. There's the
24 highway bridge; there's also a Dumbarton Rail bridge.
25 CalTrain is planning an extension to Fremont. So I see

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1 no reason why High-Speed Rail couldn't share right of
2 way over that bridge with CalTrain. It makes a lot of
3 sense. It cuts your costs, and it cuts CalTrain's
4 costs. So that would be a Redwood City-to-Fremont
5 connection.
6 The issue of serving San Jose is another issue
7 that I don't think is that serious a problem. A
8 high-speed train -- the High-Speed Rail running time
9 from San Jose to Fremont would be less than five
10 minutes. That's according to the speed projections for
11 California High-Speed Rail. A train starting in San
12 Jose or terminating in San Jose could merge or diverge PH-O7-1 Cont.
13 at Fremont with just a five-minute lapse between
14 Fremont and San Jose.
15 I think your real problems, of course, are
16 political. An Altamont alignment translates, I think,
17 to strong support from Sierra Club and many other
18 environmental organizations. And I belong to several
19 environmental organizations. You'll have them really
20 working to support your ballot measure. I think that
21 would be more difficult with a Pacheco Pass alignment
22 because of the serious impacts of that alignment.
23 And I wish you well. I thank you for taking
24 the time to do all this good work and for listening to
25 us. Thank you.

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Oakland Public Hearing Transcripts – Continued

HONORABLE QUENTIN KOPP: Thank you.

Bill Blackwell, followed by Michael Kiesling.

WILLIAM BLACKWELL: My name is William Blackwell, an East Bay resident. I favor an Altamont Pass alignment. However, every alternate in the EIR/EIS assumes lightweight trains built for speeds up to 220 miles an hour. There is another alternate for a somewhat slower but still very fast 125-mile-an-hour trains. By my reading, train speeds on the corridor between San Jose and San Francisco and through other heavily populated areas is limited to 125 miles an hour because of noise considerations. PH-O8-1

125-mile-an-hour trains are quieter. They're also heavier and thus better able to resists 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, the Altamont Pass can use tilt technology.

All of these features have favorable environmental impacts when compared to the alternatives. Just recently, 125-mile-an-hour tilting trains were chosen to upgrade an existing 400-mile line over a winding, hilly terrain in England because the tilt technology enabled the train to round corners

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while maintaining high speeds. Studies showed that there would be no significant loss in ridership, and that has proved to be the case.

Speeds up to 125 miles an hour would provide the vital express lanes between San Francisco and San Jose and between the Bay Area and the Central Valley High-Speed Rail line. And secondly, it would provide the efficacy of service needed for inter-city connectivity and Bay Area commuter trips. It is less costly, which means more fares and even more ridership, and can itself be upgraded in the future to a higher standard. PH-O8-1 Cont.

In effect, I propose simply upgrading the existing CalTrain and ACE lines to a 125-mile-an-hour level of service for both commuters and the end-to-end riders. I ask that this option be included in the EIR/EIS.

Thank you.

HONORABLE QUENTIN KOPP: Thank you.

Mr. Michael Kiesling and then Gerald Cautnen.

MICHAEL KIESLING: Good afternoon. Michael Kiesling.

I'm very glad that you at least got something this year in the budget and the whole process didn't come to a horrible -- horribly terrible stop. PH-O9-1

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HONORABLE QUENTIN KOPP: Keeps us alive, if not well.

MICHAEL KIESLING: I'll be submitting most of my arcane comments in writing. For right now, this afternoon, I'd like to bring up a couple of points.

I know the EIR a very complex and intertwined document, but there is something that I'd like to see looked at in your draft revision of it.

In the construction costs for your stations along different corridors, sometimes you offer an elevated station and an at-grade station. And in the Altamont corridor, there are a number of stations that are just aerial stations. The difference in cost between the two stations is roughly a quarter of a billion dollars. And the stations in general are the two stations in Tracy, the station at Shinn Street in Fremont, and the station in Newark. Those all just have an elevated option all at about $300 million apiece. PH-O9-2

Looking at those numbers, that's a decision about looking if you want to have an at-grade station instead of an aerial station because, when you start tallying up all the costs, you're getting into something that's a half-a-billion-dollar difference.

Second point about these station construction

costs is, you assume an aerial station at the CalTrain Diridon Station in San Jose building a high-speed deck over where the existing CalTrain tracks are to add capacity because you don't have all the land in the world to keep all the platforms together. That aerial station proposed above an at-grade CalTrain station is only budgeted for $180 million. Diridon Station in San Jose is the busiest rail station in Northern California. And that the cost of building an aerial station there above an operating rail station is $100-something million less than building a elevated station at a greenfield site bears some review of -- whoever put the Excel spreadsheet together or whatever just probably missed a zero or something someplace. But that really needs to be scrutinized. PH-O9-2 Cont.

About the ridership of whether having one train that serves all three cities in Bay Area on one long run or you have trains starting out from specific terminals, I've got to tell you, every time I ride a train, I like getting on at the terminal because the train's empty and it's easy to get seats. I personally wouldn't want to be in San Jose when a train that's three quarters full comes in after picking up people in Oakland, San Francisco, Redwood City, the San Francisco Airport. But you know, that's just common sense. PH-O9-3

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Don't want to get in the way of facts. PH-O9-3

And finally, the issue of crossing at Dumbarton has been vexing throughout this entire process. And I know it is not the job of the environmental impact report to consider other things that are sort of outside the realm of what's defined as "the project." And what you have been told to do is look at a high-speed rail project. And you have to sort of go, "Dumbarton Rail is over there somewhere." PH-O9-4

But I think, if CalTrain and the partners succeed in building a line from Redwood City to Union City and it's also reasonable to assume that that will use CalTrain's new lightweight technology, I think it's reasonable to assume that it's possible that you could start out running your High-Speed service across the existing upgraded Dumbarton Bridge until the time comes that you have headways where you could dig a tunnel across the Dumbarton.

The San Francisco PUC, in upgrading all their Hetch Hetchy pipes, is currently engineering a tunnel at Dumbarton. They're going to remove the pipes that run on a trestle across the water and stick them in the pipe underneath the refuge because they don't like dealing with the refuge anymore.

Once that project that I think is scheduled to

commence in 2009 gets going, the San Francisco PUC is going to spend the money making all the mistakes digging their tunnel. And once you've dug one tunnel in a corridor, you can be more assured of what you're going to find digging a second tunnel. PH-O9-4 Cont.

So hopefully the idea of what's happening at Dumbarton could be a base strategy and not this "the world is ending; we can't cross here" because, as a San Franciscan, I would be fine taking BART from the Embarcadero to West Oakland to get on a High-Speed train because it would be a faster trip than going down through Pacheco if you went out through Altamont.

But the other key that we overlooked with that plan is that San Francisco Airport over the Altamont pass is the quickest trip to anywhere in the state. And one of the biggest things we need for airport release, especially at San Francisco Airport, is -- we've been on flights there landing. And they start reading down the litany of connecting flights to everyplace else around the state. PH-O9-5

And the little teeny tiny plane that takes you to Fresno, the teeny tiny plane that take you to Modesto, the teeny tiny plane that takes you everywhere else, those are the planes that -- if you can get those people coming in from Chicago then onto a high-speed

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train and somewhere else in the state, it's crucial to serve San Francisco Airport and make those connections, because that's the one main airport that will -- international -- that will be on the High-Speed line. PH-O9-5

So you've got a lot more comments. But I'm glad everything's rolling along, and hopefully we'll have a good decision sometime before Christmas.

HONORABLE QUENTIN KOPP: Thank you.

MICHAEL KIESLING: You're welcome.

HONORABLE QUENTIN KOPP: Gerald Cautnen and the last card I have is Ellen Parkinson. If anybody else would like to testify, I'd appreciate your filling out a card.

Good afternoon, Mr. Cautnen.

GERALD CAUTNEN: Mr. Chairman, today I'm representing the California High-Speed Rail Environmental Coalition. It's a loose affiliation of about 22 organizations led by the Planning and Conservation League. And I sort of want to start out by responding to a couple of things that you're hearing from the South Bay contingent. PH-O10-1

These groups are both environmental groups in this coalition and rail advocacy groups. But most of them are open-space-oriented groups. I think, as far as I know, the group is unanimous in support of

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Altamont. They're very well aware of this so-called problem of getting across the bay, be it a new bridge, or a rebuilt bridge, a high bridge, or a low bridge. PH-O10-1 Cont.

And as far as I know, everybody is quite agreed that this is not insurmountable. It's not a big problem that can't be dealt with. I talked to a friend of mine who's probably one of the best bridge engineers in California. And he said that the environmental impacts and the time involved in developing a high-level bridge is about the same as it would be to develop a low-level bridge. So even though it's longer, the impact upon the environment beneath it is not necessarily any greater. So this is not an insurmountable problem. PH-O10-2

The other thing I want to respond to is the number of trains that come into San Jose. Now, you've heard that we've got to have more. But I would ask, "How many trains per hour do we need to run into San Jose?" I think the number of trains is going to be a function of the demand. If there are more people who need that train, there's going to be more trains. If there are fewer people, there would be less trains. PH-O10-3

San Jose would get direct service to Los Angeles and to Sacramento with the Altamont alternative. It's not like one hears, that they're PH-O10-4

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Oakland Public Hearing Transcripts – Continued

1 going to get a transfer. That's not true. It's a
2 direct service. So there's been some misconceptions
3 floating around that issue. PH-O10-4 Cont.
4 Now to come back to your EIR -- just to come
5 back to the EIR/EIS, I looked a little bit at the table
6 in Chapter 3 regarding riderships. I think it's a very
7 clear, well-organized table. It indicates that
8 Altamont Pass would save 40 minutes between San
9 Francisco and Sacramento, as has been mentioned. It
10 would save 29 minutes between San Jose and Sacramento
11 over Pacheco. So if somebody wants to go to Sacramento
12 from San Jose, he gets better service with Altamont.
13 It saves two minutes between San Francisco and L.A.,
14 which is kind of a wash. And it adds ten minutes in
15 the trip between San Jose and Los Angeles, which is not
16 a huge amount. PH-O10-5
17 So that the -- I think it's interesting to
18 start with those riderships.
19 Now, I want to conclude by mentioning three
20 advantages to Altamont. There's many, but I don't like
21 to cite them all because some of them are better than
22 others. Three I think are quite persuasive, quite
23 compelling. PH-O10-6
24 The first, as has been mentioned, it simply
25 serves more people. At least a million more

1 California's will be served by the Altamont alternative
2 than by the Pacheco alternative. And that number is
3 probably growing as the state grows. So that is number
4 one: High-Speed Rail serves more people with Altamont
5 than Pacheco.
6 Number two, this is an area that's not been so
7 clearly presented, I think, and that is the incredible
8 opportunity this has to piggy-back a commuter rail
9 system onto the High-Speed right of way just like
10 CalTrain will be piggy-backed on the Peninsula right of
11 way. The right of way between Stockton and San Jose is
12 now a very slow trip. It's about a two-hour trip from PH-O10-6
13 Stockton into San Jose. Only the devoted ride that
14 train regularly. That train ought to be coming in in
15 one hour.
16 Now, if you set out to upgrade that right of
17 way without the High-Speed Railway, that's one huge
18 cost that the region has to sustain. With High-Speed
19 Rail, it's a lesser cost, a significantly lesser cost.
20 It doesn't mean that the High-Speed Rail bond fund
21 would pay for that upgrade; that upgrade would be paid
22 for by supplemental funds. But the bill that the
23 region would have to sustain to upgrade ACE would be
24 far, far lower with the Altamont alternative than the
25 with the Pacheco alternative.

Oakland Public Hearing Transcripts – Continued

1 And number three, this sort of follows from
2 the first two, the Altamont alignment parallels
3 generally 580 and 680, so that the opportunity to
4 unload the hordes of cars coming into San Jose as well
5 as the rest of the region from 580 and 680 is far
6 greater with Altamont than with Pacheco.
7 So I think, if the people in San Jose and
8 Santa Clara County would really step back from the
9 fight that's been going on and look at it, they might
10 realize that there are more advantages to them with a
11 really high class Altamont system with the commuter
12 line piggybacked on it than there is with the Pacheco,
13 which is strictly High-Speed Rail and CalTrain, which
14 is -- CalTrain already being there.
15 Thank you.
16 HONORABLE QUENTIN KOPP: I wanted to ask you a
17 question. Ordinarily I wouldn't do this, but -- would
18 the California High-Speed Rail Environmental Coalition,
19 do you know yet if it would support another bay
20 crossing from San Francisco Airport to Oakland Airport?
21 GERALD CAUTNEN: That one I've never heard them
22 discuss. I could find out easily enough.
23 HONORABLE QUENTIN KOPP: I'd be interested in an
24 answer to that question.
25 And then I want to be clear. Does this

PH-O10-6 Cont.

1 coalition support another tube or, say -- "another
2 tube" -- there's a BART tube and, as the previous
3 speaker talked about, the Hetch Hetchy pipe. But I'm
4 talking about a tube for High-Speed Rail trains across
5 the bay.
6 GERALD CAUTNEN: I think that people would support
7 that; however, it seems like that might be phase six.
8 It isn't something that's going to happen in the near
9 term.
10 Given the constraints that the State is
11 already under for the -- just floating the existing
12 bond issue, we think that the Dumbarton crossing is the
13 last best chance to get that second rail crossing into
14 the west side of the bay on a relatively inexpensive
15 cost compared to another 20- or $25 billion it's going
16 to take to go under Oakland, under Alameda and across
17 the bay.
18 And the same would apply to the airport
19 connections to a degree. If the money was there,
20 people would probably support it because everybody in
21 this group is well aware of the problem of too much
22 traffic clogging the streets. So they all want to see
23 that done. They all want to see the wetlands and the
24 open spaces protected. They would support any
25 transit-oriented solution that made sense, but we're

PH-O10-7

Oakland Public Hearing Transcripts – Continued

also not so unrealistic as to think that's going to happen soon.

What could happen in the next few decades, we hope, is a really good high-speed rail system interrelated with a really good bay regional rail network. If the two could come together, it would make Northern California into something a whole lot more interesting than it is now. PH-O10-7 Cont.

HONORABLE QUENTIN KOPP: Okay. And if you could get that other question answered for me about airport-to-airport crossing --

MR. CAUTNEN: I will.

HONORABLE QUENTIN KOPP: -- I'd appreciate it.

GERALD CAUTNEN: Through the marvels of the Internet, I'll do that shortly.

HONORABLE QUENTIN KOPP: Ms. Parkinson.

ELLEN PARKINSON: My name is Ellen Parkinson.

I'm not an expert or anything like that on this subject. I'm just a West Oakland resident. And I am with the West Oakland Redevelopment Project Area, and I'm also the co-chair of the Transportation Committee for the West Oakland Redevelopment Project Area. And we've been talking about this for some time. Our councilperson brought this to us, which is Ms. Nancy Nadel, a couple of months ago when she first PH-O11-1

heard about it.

And we were very excited about it, but we would like for this speed rail to be undergrounded and use the BART rail. And where the BART goes down, straight down 7th Street, we would like for it to go underground and share with the fast-track train.

And so that's what we would like to happen because we live in a very high environmental area which is really poisoning the people in West Oakland. So we would love to see the train go through Oakland, not outside of Oakland. And we would hope that maybe some day we could use the BART station and underground the BART station also, and we would have a transportation hub in West Oakland. PH-O11-1 Cont.

So -- and it would take a lot of the traffic out of west Oakland because, actually, the cars are killing West Oakland people and so are the trucks. So if we could get some undergrounding for BART and share with the fast-track train, it would be beautiful. So please think about West Oakland and how people can get to work. There's a problem with people getting to work.

If we had fast trains, what would happen? Everybody could go to work because you could go to work in a couple of hours. You could even go to Los Angeles

Oakland Public Hearing Transcripts – Continued

and back in two hours. So it would be no problem of where to find a job and where to work. So please think of West Oakland. PH-O11-1 Cont.

Thank you.

HONORABLE QUENTIN KOPP: Thank you, Ms. Parkinson.

Do you have another card? No? All right.

I want to thank everybody who testified -- what? Oh, you have more cards?

Next is Richard Mlynarik, followed by Jim Bigelow, followed by Stuart Cohen.

RICHARD MLYNARIK: Thank you, Chair Kopp.

My name is Rich Mlynarik from San Francisco. I admire you for setting multiple meetings all around the place. You have more patience than I'd have.

I just have one very brief point to make, which is that the Santa Clara County Board of Supervisors, the Santa Clara County Transportation Authority -- which, as far as I know, is the least successful transportation authority in a city of its size anywhere in the country -- and the City of San Jose are all on record as part of the Santa Clara County sales tax of supporting a Dumbarton Rail crossing. They actually have funding for a Dumbarton Rail crossing. PH-O12-1

And the idea that it's okay for CalTrain to

cross between Redwood City and Fremont, but that the sky will fall and bay with empty and the fish will die and every bird will fall out of the sky if the High-Speed Rail train runs on the same exact corridor is novel. PH-O12-1

Thank you.

HONORABLE QUENTIN KOPP: Thank you, Mr. Mlynarik.

Mr. Bigelow.

JIM BIGELOW: Jim Bigelow. And today I'm here with the Menlo Park Chamber of Commerce. And I've been affiliated with the Dumbarton Rail project for 20 years. Before I talk about that and some of the interface with the High-Speed Rail, I want to make it clear that our chamber of commerce strongly supports the statewide need for High-Speed Rail. PH-O13-1

Going and cutting to the chafe on the Dumbarton Rail corridor, currently there is a project to reactivate a freight line into a commuter rail system. San Mateo County purchased 11 miles, from the Redwood junction to the Newark junction on the east side of the bay. And across the bay, it's a single track in the middle. PH-O13-2

When it is refurbished and put back into service, estimated to be 2012, it would be with diesel locomotives and heavy rail because there is not funds

Oakland Public Hearing Transcripts – Continued

in the near term to electrify that portion of the line from Union City over to the CalTrain main line.

CalTrain has made a commitment that it will operate equipment from the main line area over to Union City, which is the terminus of that line. There are some key facts that should be thought of in the environmental aspects. The project right now is going through environmental clearance. And there are a variety of issues.

One is the construction times are going to be constrained on the refurbishment because of the mating season, which is several months every year of the species to which the east side of the Dumbarton Rail goes through on the Don Edward's Wildlife Area.

PH-O13-2 Cont.

Another issue that's come up, the Dumbarton Rail features a swing bridge, an old swing bridge that would be refurbished that's 18 feet above the water. The maintenance of the South Bay levees -- and Alviso for example, is below sea level. In order to maintain the levee system, both south of the Dumbarton Rail corridor and north, a 37-foot-high dredge has to work back and forth through that area. So you have to be able to get through the rail line.

So for the Dumbarton Rail project, the U.S. Coast Guard has jurisdiction on the navigable

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waterway that passes through the line. All we have to do is provide opportunities with the two-week notice to make arrangements to allow the dredge to move back and forth.

So the low-level plan that's for High-Speed Rail, as an example, that's an issue that you need to consider in one of your three options for crossing the Dumbarton corridor.

Last but not least, the only reason the Dumbarton Rail project is going through refurbishment is the $1.00 toll bridge increase on the bay bridges, Regional Measure 2. The three counties put up seed money, and we currently have about 300 million on what now is anticipated to be at least a $500 million-plus refurbishment project. So it may need to be phased.

PH-O13-2 Cont.

And so there's nothing in the plan that would really accommodate High-Speed Rail on that right of way that is owned by SamTrans. So I would suggest you would need to look to an adjacent crossing and not look at the Dumbarton. And it falls under a different set of categories because it's a refurbishment not a new crossing.

Thank you.

HONORABLE QUENTIN KOPP: You started by saying that San Mateo County bought that facility.

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Oakland Public Hearing Transcripts – Continued

JIM BIGELOW: 50 percent, from the State.

HONORABLE QUENTIN KOPP: You meant the Joint Powers Authority, didn't you?

JIM BIGELOW: The way it ended up, the San Mateo County Transportation Authority put up the money --

HONORABLE QUENTIN KOPP: I know that.

JIM BIGELOW: -- for half. And the State has a loan for half. And that State loan will be paid off in, I believe, 2008.

The reason it's owned by SamTrans is because the Transportation Authority that's been putting up the money is a sunset agency. So the title for the 11-mile right of way on the record is owned by SamTrans.

HONORABLE QUENTIN KOPP: And not by the JPA?

JIM BIGELOW: No.

HONORABLE QUENTIN KOPP: Thank you.

JIM BIGELOW: You're welcome.

HONORABLE QUENTIN KOPP: Yes, current information.

All right. Stuart Cohen, Transportation and Land Use Coalition.

STUART COHEN: Good afternoon, and thank you for holding this large number of hearings. The Transportation and Land Use Coalition is a coalition Bay Area-wide of just over 100 environmental, civic, social justice, and housing organizations. PH-O14-1

We received a presentation over two years ago from Dan Leavitt on the High-Speed Rail project when the business plan was still being finalized. And we had put some conditions down as criteria that would have to be met before our coalition would support the project. And I'll go through those and what we see in the EIR. PH-O14-1 Cont.

The most important one was really the station locations and that those station locations were primarily going to be in downtowns to serve the future population growth and really become the armature for growing our cities as the center of our economies instead of promoting more sprawl. PH-O14-2

I'm certainly happy to say that the business plan and the draft EIR do place almost all of the station locations in existing downtowns and are going to be complemented by land-use policies that the Authority is developing. So, you know, on that front, the coalition strongly supports that component of the plan in that, no matter which of the alignments are chosen over Pacheco or Altamont, San Jose, Oakland, San Francisco, it's all going to their downtowns.

We also didn't want it to go through Henry Coe park and want to avoid parks. And of course, the current proposal is able to avoid direct impacts on PH-O14-3

Oakland Public Hearing Transcripts – Continued

1 parks. PH-O14-3 cont.
2 The third one is we wanted it to be
3 self-sustaining and not have to dip into transit
4 operating funds from the existing operators. The PH-O14-4
5 business plan shows an operating surplus.
6 HONORABLE QUENTIN KOPP: $300 million a year.
7 STUART COHEN: $300 million a year, which helps to
8 pay off the program. And again, on that front, the PH-O14-5
9 plan, even if it came in slightly smaller, still would
10 be operating a surplus.
11 And so, you know, we as a coalition, still
12 have to wait until some of our members take their final
13 positions before moving ahead on what our position
14 would be on the '98 [sic] bond measure. But I just
15 have to say that the staff of the Authority have done a PH-O14-6
16 great job with working with the environmental community
17 and the local communities on really designing a program
18 that is going to meet the needs of California for the
19 next century and beyond.
20 And just on two separate fronts, just to kind
21 of -- things that have come up in the interim. One is,
22 of course, global warming. And we've been working with PH-O14-7
23 the Authority on analyzing the impacts of this. And I
24 have to say that, at this point, we should be doing
25 this project from a global warming perspective alone.

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1 It's going to have the obvious transportation benefits
2 and the land-use benefits. But at 17 million tons per
3 year, this could be -- going to have more benefit in
4 terms of reductions than the Climate Action Team that PH-O14-7 Cont.
5 the administration has set up is looking for from the
6 entire transportation sector.
7 So to me, this becomes part of AB-32, our
8 climate law implementation. And to the extent the
9 Authority can make that link and other people
10 understand that link, it's going to really benefit this
11 project.
12 And finally, the local transit agencies don't
13 seem to be, you know, talking much or are agnostic
14 about this project. It really seems to me that, by
15 having placed the locations in the downtowns, it's
16 really going to benefit local transit agencies by
17 bringing a pulse of commuters to the downtowns to do a PH-O14-8
18 reverse commute out in the mornings as people get to
19 the downtowns that have to get to other locations.
20 And that local transit agencies really need to
21 understand that potential benefit and the potential
22 ridership benefits for them so that they can be brought
23 into this process too. I don't really see them very
24 involved at this point.
25 So those were the comments, and

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Oakland Public Hearing Transcripts – Continued

1 congratulations on the funding. PH-O14-8 Cont.
2 HONORABLE QUENTIN KOPP: Well, I want to thank you
3 for your compliments to the staff. And could you send
4 me a list of all the component organizations so I get a
5 feel for it?
6 STUART COHEN: Absolutely.
7 HONORABLE QUENTIN KOPP: Thank you.
8 Paul Gordenev. And then the last card is from
9 Mark Evanoff.
10 PAUL GORDENEV: Yes, thank you very much. My name
11 is Paul Gordenev. I'm a resident of Burlingame,
12 California. And my career has been entirely with
13 Class I railroads in the Bay Area and in Missouri and
14 ten years' advisory committee with SamTrans and also at
15 Travelers Aid at the San Francisco International
16 Airport.
17 In regarding to High-Speed Rail, an example, PH-O15-1
18 the core project there with CalTrain on the Peninsula,
19 I believe CalTrain in an excellent feeder railroad to
20 provide both local and express service to San Francisco
21 and San Jose to make this connection with the corridor,
22 San Francisco via -- and I recommend Niles Canyon
23 through Stockton to Los Angeles.
24 And we need only to look at the German
25 railways for their ICE, their high-speed trains that

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1 interface seamlessly with their ICE, which is their
2 inter-city and there S-bahns, which are their local
3 trains, all which congregate in the city centers with
4 all three forms of transportation interchanging in the
5 city center stations in the downtown of the major hubs
6 in Germany.
7 I've made 13 trips to Europe and also visited
8 a number of times to New York and Chicago and Boston.
9 And I think that this Niles Canyon route is the
10 preferred line and would be the most efficient to
11 operate the core line from San Francisco via PH-O15-1 Cont.
12 Stockton-Los Angeles, with the line coming also down to
13 San Jose, with CalTrain making the bridge on the
14 Peninsula. And, of course, the other line from
15 Stockton, north, to Sacramento and electrification of
16 all this operation so that they're compatible, of
17 course, with the same voltage with both the commuter
18 lines as well as the High-Speed line. And this is also
19 accomplished in Europe seamlessly.
20 And one last note, of course, one potential
21 user of this, however long he's still there, of course,
22 Arnold makes frequent trips from Sacramento to Los
23 Angeles. And it would be much faster on the High-Speed
24 Rail than it would be for him to even go to his airport
25 to take his flight, whatever the weather might be in

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Oakland Public Hearing Transcripts – Continued

Southern California.

But much success and much wish that this happens rapidly and good fortune. PH-O15-1 Cont.

Thank you.

HONORABLE QUENTIN KOPP: Thank you, Mr. Gordenov.

And then Mr. Evanoff.

MARK EVANOFF: My name is Mark Evanoff. I'm a resident of Union City and speaking on behalf of myself. I just wanted to point out that the Altamont alternative seems to be the most cost effective alternative and the least expensive to operate. And you can also use a lot of existing right of way and minimize environmental damage. PH-O16-1

I would like to draw to your attention that, by having a stop in Union City, Union City is also in the process of putting in a two-sided BART station with direct connections to Capitol Corridor and Dumbarton Rail. And High-Speed Rail could be under that station. So in terms of phasing High-Speed Rail by having a stop in Union City, there would be immediate access to other parts of the Bay Area by other rail systems, and then High-Speed Rail could gradually expand. PH-O16-2

I also wanted to point out that there's going to be 2,000 residential units within one quarter mile of the Union City interval station.

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Thank you. PH-O16-2 Cont.

HONORABLE QUENTIN KOPP: That completes all those who have stated a desire to be heard in this part of the public hearing. I remind you, staff will remain until 6:00 o'clock pursuant to public notice, and the court reporter will also remain in the event any statement by anybody should be a part of the transcribed record.

So I thank you very much for your time and attention and remind you that, if you want to go to Merced tomorrow, come on -- I mean Gilroy tomorrow, come on, and then Merced Thursday and then September 18th in Stockton. Thank you.

MARGARET GORDON: Margaret Gordon, G-O-R-D-O-N, 700 Willow Street, Apartment 15, Oakland, California, 94607.

My concern -- my comments about the new High-Speed Train is that, within West Oakland, we would like it to become underground because we're already impacted in the 7th Street area of West Oakland with BART overhead, the Port of Oakland less than a mile away, and the UPS and -- UPS rail and Burlington Southern, Northern also, all in one area. PH-O17-1

We do not need to have anything that's above ground to impact the noise level -- noise level, the

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esthetics, vibration, or smells to that community. We do not need that. PH-O17-1 Cont.

So I'm in hopes that this will be totally underground.

Thank you.

DAVID WEINRIECH: I'm David Weinriech, and I've lived in California all my life, different parts, and -- both in Orange County, Berkeley for college, Sacramento after college, and now here.

And I am obviously concerned that the project might not go forward. I'm constantly hearing about delays in the vote on the bond.

I would like to see it happen, would like to -- I think it would be a lot easier for my trips down to Southern California to visit family to be able to take this and for business trips as well. PH-O18-1

But one thing I've noticed is that there is a difference between the two passes as to which one is easier -- or is faster to get to Sacramento. And that's the main concern for me with the project, is that it goes to as many places as possible. So both -- which means going both to Oakland and to San Francisco and to San Jose. And in Southern California, going to San Diego, Anaheim, going to all those places, but also that it goes to Sacramento because a lot of my business

trips are to Sacramento.

I know a lot of people take that trip on the Capitol Corridor every day. And for it to take almost as long as the Capitol Corridor train on one of the two routes tells me that not many people are going to use that. PH-O18-1 Cont.

So I would like a system that as many people use as possible -- and that it goes to airports, too, just that it integrates -- it's important that it integrates with other systems.

(Whereupon, the proceedings concluded at 5:57 o'clock p.m.)

Oakland Public Hearing Transcripts – Continued

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 11th day of September, 2007.

DEBORAH FUQUA
CSR NO. 12948

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Responses to Oakland Public Hearing Transcripts

PH-O1-1

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

PH-O1-2

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

PH-O2-1

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

PH-O2-2

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Also see Chapter 4, "Costs and Operations."

PH-O2-3

The Pacheco Pass network alternatives would potentially result in higher impacts on the 100-year floodplain and on agricultural lands compared to the Altamont Pass network alternatives. See Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative.

PH-O2-4

Comment acknowledged. Refer to Response to Comment O007-22 regarding the Dumbarton crossing.

PH-O3-1

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

PH-O3-2

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

PH-O3-3

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

PH-O3-4

See Section 3.3 regarding the differences in air quality between the Altamont Pass and Pacheco Pass alternatives. Please also see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative.

PH-O3-5

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

PH-O4-1

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

PH-O4-2

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

PH-O4-3

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

PH-O4-4

Please see Response to Comments L015-8 and I003-3.

PH-O5-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. See Section 3.3 regarding the differences in air quality between the Altamont Pass and Pacheco Pass alternatives.

PH-O5-2

Comment acknowledged.

PH-O6-1

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

PH-O7-1

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

PH-O8-1

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

PH-O9-1

Comment acknowledged.

PH-O9-2

Please see Response to Comments I030-7, I030-10, and I030-11 regarding stations. The station costs include the Diridon station and also the four-track approach section, which gets costly over a long distance. The four track approach for Diridon is shorter than the other stations because of speed restricting curves before and after the station.

PH-O9-3

It is true an HST user is more likely to encounter an available/empty seat if boarding the train at the starting terminal. However, an operating plan that splits service to different cities will end up with reduced service to each terminal since overall HST frequency would be divided by how many destinations the trains were serving. Different operating plans were tested for the Altamont alternative since the Altamont service would be split to potentially serve Oakland, San Francisco, and/or San Jose. This split service reduces service frequency, and hence ridership potential to any individual terminal.

The operating plans were designed to maximize ridership on the system rather than providing empty trains for riders at any given point. Nonetheless, it is acknowledged that seat availability on-board the train will be an important factor in ensuring that HST service achieves its maximum ridership and revenue potential. Currently projected HST demand does not exceed the capacity of the trains in the operating plans that have been studied to date.

Please see Response to Comments I030-19 and I030-20 regarding operations.

PH-O9-4

Please refer to Response to Comment O007-22 regarding the Dumbarton crossing.

PH-O9-5

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

PH-O10-1

Please refer to Response to Comment O007-22 regarding the Dumbarton crossing.

PH-O10-2

Please refer to Response to Comment O007-22 regarding the Dumbarton crossing.

PH-O10-3

The operating plan was developed as a function of demand for the system. Individual routes between cities were identified to meet demand for these markets within practical constraints of the system operations. For example, trains into San Jose will be affected by the demand to and from San Jose to San Francisco, Sacramento, Los Angeles, the San Joaquin Valley, and to other areas in the state. On the Pacheco Pass alignment, trains to San Jose also go to San Francisco (in the base alternative) and will therefore be affected not only by demand into and out of San Jose, but also by demand into and out of San Francisco. These proposed operating plans were developed for the purposes of evaluating alternatives. Current demand for the HST system does not exceed the capacity of the trains in the proposed operating plans.

PH-O10-4

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

PH-O10-5

Although the commenter mentions Chapter 3, it appears that they are actually referring to the travel time data presented in Table 2.3-1. These travel times do represent one important aspect—but by no means the only one—of forecasting ridership and revenue potential. Please see Response to Comment L035-2 for a discussion of the factors that influence HST ridership and revenue potential for Altamont and Pacheco.

PH-O10-6

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

PH-O10-7

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

PH-O11-1

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

PH-O12-1

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

PH-O13-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Please also refer to Response to Comment O007-22 regarding the Dumbarton crossing. Also see Section 3.15 regarding biological impacts.

PH-O13-2

Please refer to Response to Comment O007-22 regarding the Dumbarton crossing.

PH-O14-1

Comment acknowledged.

PH-O14-2

Comment acknowledged.

PH-O14-3

The Pacheco Pass network alternatives avoid Henry Coe State Park. The Authority and FRA will continue to work with local, state, and federal agencies to avoid, minimize, and mitigate impacts on parks

and recreational areas as part of future Tier 2 project-level environmental analysis.

PH-O14-4

Comment acknowledged.

PH-O14-5

Comment acknowledged.

PH-O14-6

Comment acknowledged. The bond measure will be on the November 2008 ballot.

PH-O14-7

Comment acknowledged. This Final Program EIR/EIS includes an analysis of global warming.

PH-O14-8

Comment acknowledged. The Authority will continue to work with the MTC as well as local and regional transit operators.

PH-O15-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Most HST station location options have been identified around existing transportation hubs to better facilitate connections to local transit and airports.

PH-O16-1

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

PH-O16-2

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

PH-O17-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. The alignment through West Oakland and the West Oakland/7th Street Station was analyzed to be underground.

PH-O18-1

Please see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative. Most HST station location options have been identified around existing transportation hubs to better facilitate connections to local transit and airports. Please also see Chapter 6 of the Final Program EIR/EIS.

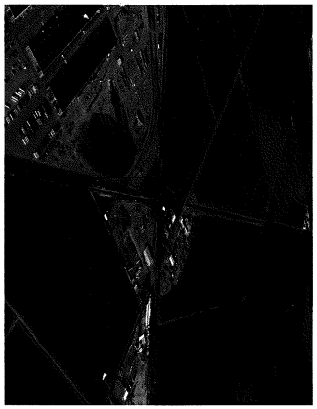
Comment Letter PH-O19 (Michael Kiesling, August 28, 2007)

Attachment: Comment from Michael Keisling, public comment from Oakland, August 28, 2007 draft EIR/EIS Bay Area to Central Valley.

S21 Tracy Downtown Aerial Station $310m

S17 Livermore D'town At-Grade
S18 Livermore D'town Aerial
$79m
$315m

S5 San Jose Diridon Aerial Station $185m



S22 Tracy ACE Aerial Station $314m

S13 Newark Aerial Station $310m

Source: CHSRA Appendix 4-B Conceptual Construction Cost Estimate. Station Location

Response to Letter PH-O19 (Michael Kiesling, August 28, 2007)

PH-O19-1

See Response to Comments PH-O9-1 through PH-O9-5.

Public Hearings Comments

Sacramento

Sacramento Public Hearing Transcripts

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

CALIFORNIA STATE CAPITOL, ROOM 112,

SACRAMENTO, CALIFORNIA

WEDNESDAY, SEPTEMBER 26, 2007 - 12:19 O'CLOCK P.M.

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REPORTED BY: ANGIE MATERAZZI, CSR #13116

A P P E A R A N C E S

HON. QUENTIN KOPP
Chairman of the Board
California High-Speed Rail Authority
(Moderator)

FRAN FLOREZ
VICE-CHAIRPERSON

ROD DIRIDON
Board Member
California High-Speed Rail Authority

CARRIE POURVAHIDI
Deputy Director
California High-Speed Rail Authority

DAN LEAVITT
Deputy Director

Sacramento Public Hearing Transcripts - Continued

24 California High-Speed Rail Authority

25

1 P U B L I C S P E A K E R S

2

3 Kenneth Gosting	PH-S1	Brad Aborn	PH-S2
4 Walter Strakosch	PH-S3	Jeremy Bailey	PH-S4
5 Tom Enslow	PH-S5	Rob Wilson	PH-S6
6 Alan Miller	PH-S7	Rudolf Rosen	PH-S8

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1 Wednesday, September 26, 2007 12:19 o'clock p.m.

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3 HON. QUENTIN KOPP: I now open the public

4 hearing on the Draft EIR/EIS for The Central Valley for

5 the Bay Area, or if you like it the other way, the Bay

6 Area to the Central Valley. And I'm joined,

7 fortunately, by Vice Chairwoman Fran Flores. And our

8 staff representatives are deputy directors Dan Leavitt

9 and Carrie Pourvahidi.

10 This hearing is reported by a court reporter,

11 and the rule is that you identify yourself by name. And

12 if you represent an organization, the name of the

13 organization. And if you don't represent an

14 organization, if you belong to an organization but

15 you're not speaking for it, we would be interested to

16 know that as well.

17 And of course, we don't want repetitive

18 comments. This is the eighth and last public hearing on

19 the Draft EIR just mentioned. And the board today is --

20 I think you all know -- extended the time for written

21 comments to October 26th. That time would have been in

Sacramento Public Hearing Transcripts - Continued

22 September 28th but for the board's action today.
23 And if you would, please favor us with signing
24 the cards that tell us your name and affiliation. I
25 have not put a time limit at any of the seven prior
1 hearings, I won't today, but please use your good
2 judgment about not repeating yourself.
3 And I should like to call the Honorable Brad
4 Aborn, member of the board of supervisors of the
5 County of Mariposa, and Kenneth Gosting of the
6 Transportation Involves Everyone organization. And then
7 I will follow that with Walter Strakosch. And if
8 anybody else wants to be heard, sign a card.
9 Mr. Supervisor, do you want to begin or do you
10 want Mr. Gosting to lay the foundation?
11 MR. GOSTING: Yeah. My name is Kenneth
12 Gosting, the executive director of Transportation
13 Involves Everyone, which is a nonprofit project and a
14 refund institute in San Francisco for Broward funds.
15 I would like to introduce who is with me,
16 Supervisor Brad Aborn who represents the area within the
17 Mariposa County and other parts of the county. Also,
18 Supervisor Aborn is a member of the San Joaquin Valley
19 Rail Committee, but I do not believe that he is
20 representing the opinions of the rail committee today.

PH-S1-1

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21 And with that, I would hand you Supervisor Aborn.

PH-S1-1 cont'd

22 MR. ABORN: Good morning, Supervisor. Thank
23 you, gentlemen, ladies.

PH-S2-1

24 We're here to talk about impacts in
25 Mariposa County as far as the smog developed in the
1 Valley itself and also coming over from the Bay Area.
2 And I point out that the lead in on this that we're --
3 have got unanimous decision from our board of
4 supervisors favoring the Altamont Pass route from the
5 Bay Area to the San Joaquin Valley.
6 So with that, we have been talking to park
7 officials, and I expect that has something to you before
8 the cutoff date regarding the impact of the smog within
9 the park. Yosemite National Park is second only to
10 Sequoia as far as the impact from both the San Joaquin
11 Valley and the Bay Area. And we feel very strongly,
12 very strongly that the routing through the Altamont Pass
13 for the High-Speed Rail will help to alleviate that.
14 If you've driven the freeway lately, even the
15 day, it's stop and go and such. And that type of
16 activity on automobiles just contributes more and more
17 to the smog situation. The impact in the Yosemite Park
18 and foothill areas consist of impact on the trees, on
19 all kinds of wildlife and such too. And we have a

PH-S2-2

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Sacramento Public Hearing Transcripts - Continued

20 report that came from the park itself that illustrates PH-S2-2 cont'd
21 it in more depth than I will bring up today.
22 MR. GOSTING: As part of history -- this is PH-S1-2 cont'd
23 Kenneth Gosting. As part of history, going back to the
24 High-Speed Rail Commission -- and Mr. Leavitt was around
25 during that period and Mr. Morshed, who is a member, as
1 you may recall -- there was a controversy over whether
2 the east side of the San Joaquin Valley, the Central
3 Valley, would be the corridor of choice or whether it
4 would be the west side going up to the I-5 Corridor.
5 One of the important issues that this brought
6 up at that time and one of the factors, I believe, and
7 Mr. Leavitt could correct me, the way and decision was a
8 presentation that in the long-range future, indeed if
9 there is a corridor going up the east side because
10 through Merced County, that it would have potentially
11 leave in the history -- in the future history to connect
12 a route into Yosemite, another would be by train. This
13 is of great interest to such entities as the National
14 Park Service who are dealing with gridlock on some
15 holiday weekends in Yosemite. Buses, quite frankly,
16 just don't cut it most of the time. Californians will
17 go on trains. They don't like to get on buses.
18 So what we're looking at is really a future of

7

19 the transportation system that involves small counties, PH-S1-2 cont'd
20 such as, you know, Mariposa, that's not part of the main
21 core High-Speed Rail system. But what will able to
22 spawn in the future in terms of connect or -- maybe 30,
23 maybe 40 years out, but will certainly serve to help the
24 situation in Yosemite National Park and lessen the
25 automobile impact. It was a major factor, again, in the
1 president hearing fund -- president hearing during the
2 commission's time.
3 The legislative criteria, I would draw your PH-S1-3
4 attention to through the years is always drawn in the
5 factor of the emissions. The emissions are -- should be
6 in the criteria in terms of the choices made in
7 corridors starting with SDR6 as mentioned on the
8 emissions.
9 We don't find a comparison in the High-Speed
10 Rail Authorities, Pacheco -- this is also on EIR/EIS --
11 on what emissions of the various options where there is
12 currently highways. Altamont produces about six times
13 the emissions.
14 The Pacheco San Joaquin Valley Air Pollution
15 Control District out of Fresno in a various -- also, a
16 phenomenon -- and I'd like to introduce this into
17 evidence, is from San Joaquin Valley Air Pollution

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Sacramento Public Hearing Transcripts - Continued

18 Control District, and it shows of a wind pattern. And
19 this is how High-Speed Rail relates Yosemite and how
20 Mariposa County's has a stake in all this. The wind
21 pattern takes the air pollution out of Altamont and
22 blows it directly into the park in the afternoons. This
23 has resulted in some years in days of exceedence, that
24 equal or exceed Los Angeles.
25 So what happens in Yosemite in terms of air
1 pollution is -- definitely correlates to decisions of
2 the -- made by the High-Speed Rail Authority. We ask
3 that Yosemite's air pollution be considered as part of
4 the factors in the EIR/EIS to work with their air
5 pollution specialist both on a regional basis and a
6 semi-national park basis. There is a regional heritage
7 officer for the National Park Service in San Francisco.
8 I would -- after, we'll submit this into
9 evidence. And it shows the patterns for wind blown air
10 pollution going into Central Valley. Approximately
11 60 percent of the air pollution in Central Valley,
12 according to San Joaquin Valley Unified Air Pollution
13 Control District, is from mobile sources. About
14 35 percent, according to their research and California
15 Resources Board research, emanates from the northern end
16 of the San Joaquin Valley passing through the Altamont

PH-S1-3 cont'd

9

17 Pass, most of it, and then coming down to a lesser
18 degree as it works its way southward. Again, a lot of
19 it going into the foothills and stacking up against the
20 foothills. What we would ask is that this phenomenon
21 become part of the EIR/EIS study.
22 HON. QUENTIN KOPP: Thank you. Somebody --
23 you want to bring that up?
24 MR. GOSTING: Certainly.
25 HON. QUENTIN KOPP: Okay. I'm just curious,
1 what's the miles, the closest point of the alignment
2 Fresno to Merced to the park?
3 MR. GOSTING: Under -- and of course
4 Mr. Leavitt could add additional information. If it is
5 the Altamont Corridor, the minimum, to Yosemite would be
6 about -- there's a way to go that's about 50 miles.
7 HON. QUENTIN KOPP: Okay.
8 MR. GOSTING: And, again, this is not part of
9 your proposed system that we think it's inevitable to do
10 that proximity account that a rail route will develop in
11 the Yosemite.
12 And certainly one of the factors that was
13 raised with the commission was the savings of about a
14 billion dollars as compared to cutting over from a west
15 side route. But going through Altamont, it makes the

PH-S1-3 cont'd

PH-S1-3 cont'd

PH-S1-4

10

Sacramento Public Hearing Transcripts - Continued

odds a lot higher that you ultimately develop a Yosemite connector system with internet technology. PH-S1-4 cont'd

HON. QUENTIN KOPP: What about the miles from Merced itself to the park, how much is that?

MR. GOSTING: That's 75 miles.

HON. QUENTIN KOPP: Okay.

MR. GOSTING: There's winding roads. There used to be a rail line, a Yosemite Valley rail line going from Yosemite to -- it's relatively flat land done by old-fashioned steam locomotives which is not exactly comparable to what they are using right now. PH-S1-4 cont'd

HON. QUENTIN KOPP: Thank you very much. Thank you, Supervisor. Say hello to Frank Long for me.

Walter Strakosch and then Jeremy Bailey.

MR. STRAKOSCH: Good afternoon. My name is Walter Strakosch and I'm a resident of Mill Valley. I've come to comment on the Bay Area to the Central Valley program EIR/EIS. There are a number of issues to be considered in evaluating the Altamont Pass via Pacheco Pass, some of which I would discuss later. PH-S3-1

Initially there's a cost factor pertaining to go a project, a total project that started out with a $18 billion price tag. The estimated cost are now twice that. With regard to the cost of the Bay Area to the PH-S3-2

11

Valley segment, the program EIS/EIR is not given analysis of the cost, but left me with some questions that the High-Speed Rail officer was unable to answer. I then was referred to the lead on the DEIS/DEIR, Dave Manson. He was on vacation in France and hopefully enjoying the High-Speed trains. I then decided to work with what I had, which was the program EIR/EIS. PH-S3-2 cont'd

In any event, this is my take, table S5-1 program. EIR/EIS shows comprehensive non-risk (mileage, costs, ridership, etc) on many alternate routes between the Valley and the Bay Area. There are 11 alternates via the Altamont Pass and six via Pacheco Pass. What I had tried to do is analyze only two. It gets too complicated to go beyond that. The base of the Pacheco in my judgement, the best route would be the Altamont Pass. PH-S3-3

What I think is important here is that the project got so involved in the past five years that unless you get something, anything built, you may end up getting nothing built because sensible segment built and operating and the rest will come very quickly. High-Speed Rail is that good.

Following that line of reasoning, we should do exactly what the French did in 1981 on the initial PH-S3-4

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Sacramento Public Hearing Transcripts - Continued

14 KGB -- TGV Line. And I rode for ten days after it PH-S3-4 cont'd
15 opened. Between Paris and Lyon, they opened the
16 majority of the line between the two cities, produced
17 the existing rail into both Lyon and Paris, and
18 completed the final segments at a later time.
19 Now, this is kind of important as is where the PH-S3-5
20 entire Caltrain line plays the part in getting line
21 opened sooner and initially in keeping the costs down.
22 This then takes us to the best case scenario, Pacheco
23 Pass through the Altamont Pass. First, the best case
24 for the Pacheco Pass with cost figures as shown in the
25 summary table S-5-1 and further detailed in table 4.2-3,
1 it would seem that the mileage could be measured from
2 where the line leads to San Joaquin Valley. Remember,
3 the system is going all the way to Sacramento for about
4 10 miles below Merced, but it doesn't. The mileage
5 shown is 267.53. And this where I couldn't get any
6 answer, whereas the mileage is closer from the point
7 where Merced to San Jose is about 150 miles and 200 to
8 San Francisco. Anyway at a cost to $46,300,000 a mile,
9 the 150 miles from the Valley to San Jose is $6,946,000.
10 My base AP routing for the same strange reason
11 that is shown in table 4.23 has a mileage shown as
12 213.30 miles with the actual miles from the valley

13

13 connection to the Caltrain track via a rebuilt Dumbarton PH-S3-5 cont'd
14 Bridge is about 83 miles at a cost of 58,912,000 per
15 mile. The total cost is 4,831,000 miles via that
16 routing. Therefore, if you compare the cost of the
17 Pacheco Pass to San Jose to the AP Valley to the train
18 connection, the Pacheco Pass routing is 6,946,000, the
19 AP Valley routing 4,831,000. The AP Valley is about
20 $2 billion cheaper. And it is not necessary to have
21 build 70 miles of redundant double track which the
22 Pacheco Pass would require.
23 There are other factors favoring the PH-S3-6
24 Altamont Pass as well. The largest travel market in the
25 state is 2,000 business plans between San Joaquin Valley
1 and other metro areas. The third largest travel market
2 in the state is between Sacramento and San Francisco.
3 The Altamont Pass routing allows you to keep Merced,
4 Modesto, and Stockton on the direct line to San
5 Francisco. The Pacheco Pass routing does not. It also
6 favors the Sacramento to San Francisco market because it
7 is foolish. Once the Sacramento extension is built, do
8 you think that people will travel almost halfway to
9 Los Angeles to travel between these two cities?
10 In addition, you have two existing rail right PH-S3-7
11 of ways in the Altamont Pass. One is the operating UP

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Sacramento Public Hearing Transcripts - Continued

12 line which may or may not be for sale at the right price PH-S3-7 cont'd
13 and the others in the abandon, I believe, right of way
14 to southern pacific. My guess is that part, if not all,
15 of one of the other could be rebuilt at a High-Speed
16 Rail standards. And let us not forget how much easy it
17 is -- it might be to obtain environmental clearance.
18 The issue could have been decided years ago PH-S3-8
19 but politics being politics and sometimes wrongly used
20 it's never that simple. The original recommendation by
21 the High-Speed Rail Commission recommended the Altamont
22 Pass, but it was left of 2,000 business plan. Because
23 of overwhelming objections, it had to be restudied. The
24 problem is the High-Speed Rail Authority could have
25 saved $1.7 million dollars to spend on other issues and
1 be two hours ahead of what's necessary to have to do
2 this all over again. Thank you.
3 HON. QUENTIN KOPP: Do you have a copy of your
4 statement?
5 MR. STRAKOSCH: I can give you this or I could
6 just give one to the clerk.
7 HON. QUENTIN KOPP: Why don't you give us --
8 that to Rose Mary.
9 Mr. Bailey, maybe you want to remove your hat,
10 you're inside a public domain.

15

11 MR. BAILEY: Sorry about that.
12 HON. QUENTIN KOPP: Public hearing.
13 MR. BAILEY: I just want to start by saying I PH-S4-1
14 had the good fortune to take the Paris to Lyon train in
15 January, it really was a wonder. And I think it's going
16 to be like high speed internet. And like TiVos and
17 DVRs, once we get it completed, people are just
18 wondering why it didn't happen sooner.
19 Going on the website on the high rail --
20 High-Speed Rail authority, it stated that the
21 projections in the next 10 or 15 years, if this were
22 completed within the Altamont Pass, would ultimately be
23 serving 96 million passengers annually and that the
24 Pacheco Pass would considerably serve up to 80 million.
25 Just looking on the demographic point of view,
1 I really don't see where -- as the gentleman mentioned
2 earlier, how we're connecting major metropolitan areas
3 like Modesto, Stockton, Tracy, Livermore, and Sacramento
4 region to the Bay Area. How you can have a 16 percent
5 only differential when the Pacheco Pass, after you get
6 south of Morgan Hill or Gilroy, you have really nothing
7 until you get to Merced. I think those are pretty
8 liberal projections. I think they are a little bit
9 bias. I don't know how they came up with that.

16

Sacramento Public Hearing Transcripts - Continued

10 And secondly, as he also mentioned earlier, PH-S4-1 cont'd
11 the last year or two, the city is over a hundred
12 thousand people in the country. Elk Grove is actually
13 the fastest growing city in this country. And we have a
14 huge problem here just in Sacramento going north and
15 south and we do have a somewhat nominal light rail going
16 east and west. We have nothing to speak of going --
17 connecting from the airport and down south. And it
18 would be -- I would think it was just be a natural
19 progression if the Altamont Pass route were approved,
20 that there would be no time at all before Elk Grove or
21 cities like that from Sacramento would be connected down
22 to Stockton.
23 And once again, I think the focus -- rather
24 than putting the focus on getting north and south from
25 the Bay Area to Los Angeles, I think if you look at the
1 European model or the Japanese model, it's -- the focus
2 is going to come down to more just demographics within
3 city to city. I think you're going to see a lot more
4 movement east and west between these cities that I spoke
5 of or getting from the Bay Area to the Valley and back
6 to the cities of the Valley, rather than putting all
7 this emphasis on just getting from San Jose or from the
8 Bay Area all the way down to LA.

17

9 Most people, whether it's on business or PH-S4-1 cont'd
10 pleasure, are not going to be traveling more than four
11 or five times a year probably from northern to southern
12 California. Whereas, as it was mentioned earlier, with
13 the gridlock going east to west, there are many, many
14 weekends when we go snow skiing up at Lake Tahoe or
15 you're just going from the Bay Area to Sacramento. You
16 know, you're looking some, on a good, good day, three
17 hours on that day, could be five to six hours.
18 And then there's the factors of -- if you go
19 to the website, you talk about the wetlands that are
20 affected which is twice as many lands affected in
21 Pacheco. There's almost 400 acres more of needed
22 farmlands that will be taken out of the picture if it
23 goes to Pacheco.
24 So it just seems to me across the board, you
25 know, cost, demographics, everything, I just -- I'm
1 still wondering other than the influence that maybe it
2 is coming out of San Jose, which is already going to be
3 on the line anyway. And those towns from the south, I'm
4 just -- I'm befuddled how the Pacheco Pass is even to be
5 this much in a debate if it's an either/or. If they can
6 afford to do the whole thing, that's great. But if it's
7 any either/or, to me it's just overwhelming that you

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Sacramento Public Hearing Transcripts - Continued

would, you know, consider the demographics and the travel time. You know, you're going to have twice as much travel time, like you mentioned earlier, going from Sacramento to the Bay Area if you go through the Pacheco than if you do to Altamont and then all of those other communities in between. PH-S4-1 cont'd

HON. QUENTIN KOPP: Thank you.

Tom Enslow, Grassland Water District, and Rob Wilson from Pleasanton, and Allen Miller from the Train Riders' Association.

MR. ENSLOW: Good afternoon. First of all, my name is Tom Enslow. I'm with the law firm of Adams, Broadwell, Joesph & Cardoza. I'm here today on behalf of the Grassland Water District, Grassland Resource Conservation District, and the Grassland Conservation and Education Fund. PH-S5-1

These agencies are nonprofit conservation organizations strongly opposed the proposed Pacheco Pass alignment options over the Henry Miller Road and Highway 140 due to their potential result in devastating impacts on the Grassland Ecological Area.

The Grassland Ecological Area is located west in of Merced and north and south of Los Banos. And it's the largest fresh water wetland complex in California PH-S5-2

19

and it contains the largest block of contiguous wetlands remaining in California. PH-S5-2 cont'd

The Grassland Ecological Area or GEA has been recognized nationally and internationally as a critical winter habitat for the migratory waterfowl and shorebirds of the Pacific Flyway. This has been designated as a globally important bird area and wetland of international importance, and is one of the only 15 internationally significant shorebird habitats. In addition, GEA provides habitat to more than 550 species of plants and animals including 47 special status species.

The Draft EIR/EIS evaluates just two Pacheco alignment options, as the High-Speed Train turns west from the Central Valley to the Bay Area. These two alignments consist of a highway 140 alignment which is also known as the GEA north alignment as it bisects the northern corner of the grassy ecological area and the Henry Miller Road alignment which bisects a critical and endangered corridor separating the north GEA to the south GEA. Both of these alignments pose a serious threat to the Grassland Ecological Area. It could result in substantial injury to this internationally important resource. PH-S5-3

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Sacramento Public Hearing Transcripts - Continued

6 Potential impacts include interference in
7 wildlife movement and migration corridors, degradation
8 of water quality, and noise and vibration impacts on the
9 nesting, mating and migration habitats of waterfowl,
10 collision and electrocution impacts on migrating birds
11 and other wildlife that use this corridor, the
12 inconsistent growth in and adjacent to the Grassland
13 Ecological Area.
14 Because of the importance of this area, we
15 have been initially told by the staff that the
16 Authority -- this process would consider alternative
17 Pacheco alignment that would avoid that Grassland
18 Ecological Area altogether. The EIR/EIS, however, fails
19 to look at any such option without any explanation for
20 this failure.

PH-S5-3 cont'd

21 The proposed alignment through the GEA north
22 is a troublesome alignment because it will create new
23 fragmentation impacts. However, the Henry Miller Road
24 alignment poses even a greater danger to the GEA because
25 it would further fragment at critical southern spur of
1 the Grassland Ecological Area from the rest of the
2 contiguous wetlands and isolate an additional small
3 sections of wetlands as well.
4 The contrary to the assumptions made in the

PH-S5-4

21

5 EIR/EIS, construction of a few wildlife underpasses
6 alone would likely be insufficient to address this
7 impact especially along Henry Miller Road.
8 Fragmentation does not require complete
9 separations. Rather, it is a relative cumulative
10 problem, an issue along the Henry Miller Road is the
11 note of impact. This is an already dangerously
12 fragmented area.
13 A study that we have submitted by noted
14 conservation biologist Reed Noss have concluded that
15 quote, any further fragmentation of vulnerable linkage
16 between the north and south units of the Grasslands
17 Management Area could well provide the final blow for
18 fragmenting the wetland ecosystem, end quote, could have
19 a profound effect in movement of waterfowl between
20 different parts of the refugees they now utilize on a
21 daily basis, end quote. Our biologists believe that the
22 proposal on the Henry Miller Road could very well be
23 this final blow.
24 Now, unfortunately, the Draft EIR/EIS fails to
25 disclose or evaluate or to assess cumulative
1 fragmentation impacts whatsoever. Moreover, the Draft
2 EIR/EIS is astoundingly concludes that the Henry Miller
3 Road alignment would not have any impact on the

PH-S5-4 cont'd

22

Sacramento Public Hearing Transcripts - Continued

4 Grassland Ecological Area. This conclusion lacks any PH-S5-4 cont'd
5 foundation. No rationale, or any explanation provided
6 to support this conclusion. And this conclusion
7 directly contradicts undisputed evidence on the expert
8 comments of numerous federal, state and local agencies
9 that have been provided to the Authority both prior --
10 during the prior Program EIR/EIS proceedings and during
11 the NOP comment period for this proceeding.
12 We're particularly frustrated with the failure PH-S5-5
13 to review or evaluate extensive reports and studies on
14 this issues that we provided during the NOP. You know,
15 frankly, we're not sure what the purpose of the NOP
16 comments were, given that they appear to have been
17 wholly ignored in the preparation of this document.
18 We're also frustrated that the Draft EIR/EIS PH-S5-6
19 fails to identify potential impact of the Pacheco Pass
20 alignment on the Grassland Ecological Area as an area of
21 controversy. Literally, thousands of pages of comments
22 have been submitted on this issue by federal, state and
23 local agencies as well as enviromental groups. This is
24 a huge controversy and it needs to be recognized as such
25 in the EIR/EIS in summary which is what most people are
1 going to read of this document.
2 More importantly, the Draft EIR/EIS must be PH-S5-7

23

3 revised to adequately disclose, evaluate and mitigate PH-S5-4 cont'd
4 the project's potential impacts in the Grassland
5 Ecological Area. The evaluation of impacts contained in
6 Draft EIR/EIS were woefully inadequate. Numerous
7 potential impacts raised in our NOP comment letter were
8 simply ignored, and the conclusions regarding impacts
9 and mitigation measures lacks foundation.
10 The document, for example, contains absolutely
11 no analysis of potential impacts on migrating birds
12 despite the internationally recognized significance of
13 this area for migrating waterfowl and shorebirds.
14 While the EIR/EIS recognizes the existence of
15 some special status species in the area or even these
16 the document improperly defers analysis of the actual
17 impacts on the species.
18 In addition, throughout the document
19 mitigation measures are improperly deferred or consist
20 of vague or unenforceable mitigation strategies. These
21 failures render the document legally inadequate.
22 The document's also deficient because, as some PH-S5-8
23 other commentaries just mentioned, fails to address the
24 widespread concern over growth impacts due to the
25 commuter use of this project from the Central Valley to
1 the Bay Area.

24

Sacramento Public Hearing Transcripts - Continued

2 My clients have already heard from developers PH-S5-8 cont'd
3 about land speculation on the Los Banos/Merced area
4 based on the assumption that a Pacheco alignment will
5 reduced travel time in San Jose to a half-hour.
6 Commuter growth impacts related to the Henry
7 Road alignment are particularly worrisome because of
8 tremendous pressure a Henry Miller Road alignment would
9 create to locate a station stop in or near in the Los
10 Banos. As you're probably aware of the Henry Miller
11 Road alignment would skip Merced during the initial
12 LA-to-San-Jose phase of this project. The DEIR fails to
13 address where a Merced area and Central Valley station
14 would be located in that case.
15 As we have explained in our prior comments on
16 this issue, a Los Banos station would create disastrous
17 growth pressures in and around the Grassy Ecological
18 Area.
19 And we feel a Henry Miller Road alignment,
20 even if the Los Banos station is not included today.
21 It's going to be create land speculation to actually put
22 a station there.
23 In conclusion, the numerous flaws and PH-S5-9
24 omissions in the EIR/EIS appear weighted toward
25 selecting an alignment along Pacheco Pass, most likely

25

1 on the Henry Miller Road. Such results oriented PH-S5-9 cont'd
2 document fails to meet the basic requirements of CEQA
3 and NEPA and is legally inadequate.
4 Nevertheless, even with the numerous flaws and PH-S5-10
5 omissions in the EIR/EIS, this study still confirms that
6 Altamont is the preferred alignment. Altamont would
7 have significantly high ridership. The community
8 ridership is taken into consideration. Lower
9 operational cost, fewer farmland, flood plain, and
10 special status species impacts, and fewer unavoidable
11 wetland impacts.
12 When the flaw of an omissions of this document
13 are corrected, we believe that there's no question,
14 Altamont alignment is environmentally, and economically
15 preferred than the Pacheco Pass alignment.
16 However, the authority is nonetheless attuned
17 to push through the Pacheco alignment, alternative
18 routes must be evaluated, which would avoid Grassland
19 Ecological Area all together.
20 Thank you for your time and for your
21 consideration of these comments.
22 HON. QUENTIN KOPP: Is that a written
23 statement or are those your notes?
24 MR. ENSLOW: No. They are notes. We will be

26

Sacramento Public Hearing Transcripts - Continued

25 submitting --
1 HON. QUENTIN KOPP: Oh, you're going to submit
2 that statement. Thank you.
3 Rob Wilson.
4 MR. WILSON: Good afternoon. Thank you for PH-S6-1
5 the opportunity to speak before you. I'm representing
6 the City of Pleasanton that's located west of the
7 Altamont Pass in the Tri-Valley area. I'm purposely
8 here to going two-fold. One is to present written
9 comments that I will leave and second is just to briefly
10 summarize those comments as it relates to City of
11 Pleasanton. We are mainly affected by the Altamont
12 alignment, and we'll be speaking for the Pacheco Pass as
13 that alignment.
14 As is contemplated in the EIR, there are two
15 alignments which impacts the City of Pleasanton. The
16 first is using the I-580 and I-680 Corridor, I mean,
17 elevated structure. And the second is using the
18 existing Union Pacific alignment which runs through the
19 center of Pleasanton.
20 Our concerns with that is that the environment
21 document do not really adequately address what we
22 believe is the significant impacts of the elevated
23 structure. The City of Pleasanton has a historic

27

24 downtown, this elevated structure will be right next to
25 it. And also that is adjacent to three parks -- excuse
1 me, three schools as well as a large park. Those
2 impacts we think really need to be looked at a little
3 closer. For those reasons, we can't support that
4 alignment.
5 We are however looking into other PH-S6-2
6 possibilities the EIR can further explore versus a
7 little more detail in the I-580, I-680 alignment,
8 specifically how it's going to look, how the alignment
9 will be put forth, and then be able to address that at a
10 later date.
11 And lastly, it's a new proposal which would be
12 that the Altamont alignment be stopped at Livermore, and
13 a Livermore facility hook up to BART, hook up to
14 regional bus systems, as well as the potential for the
15 ACE train, the Altamont Commuter Express. And on the
16 Pacheco Pass would be the major route for those wishing
17 to travel to the Bay Area itself.
18 So that -- those are the comments, and I'll
19 submit the letter. Thank you.
20 HON. QUENTIN KOPP: Thank you.
21 Have you written those yet?
22 MR. WILSON: This is the letter. This is the

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Sacramento Public Hearing Transcripts - Continued

23 letter that's being written along.
24 HON. QUENTIN KOPP: Thank you.
25 Alan Miller.
1 Is Lieutenant Governor Garamendi here? Does
2 anybody received notice that he will testify in the --
3 he made it a point to request this additional public
4 hearing.
5 Mr. Miller, Train Riders' Association, and
6 that appears to be -- or he appears to be our last
7 witness.
8 MR. MILLER: Is it alright if I stand?
9 HON. QUENTIN KOPP: Yeah, sure.
10 MR. MILLER: Okay. A picture is worth a
11 thousand words. And this is a picture. It is a
12 satellite photo taken from space of the city lights of
13 the Bay Area and the Central Valley to the east. And
14 briefly there for the audience.
15 The blue is the Pacheco and the yellow is
16 Altamont. As you can see, there are many more lights
17 along this route which includes Modesto near Stockton,
18 Tracy, the Amador Valley near to the east bay. There
19 are, in fact, you know, the -- like Santa Cruz and
20 Gilroy and so forth. The comment is they would like
21 Pacheco. There are, in fact, two and a half million

PH-S7-1

29

22 more people in this region here than there are in
23 Santa Cruz, San Benito, and Monterey counties. That
24 also translates into more votes when you have a bond on
25 the ballot.
1 Now, when this is completely built out, and
2 you can see from down here, parting and then back
3 together up to San Francisco roughly the same mileage.
4 But when you then add on from Pacheco up here to
5 Sacramento in phase 2, you have this much more mileage,
6 roughly 70 or so miles for your total system which has
7 to be built, paid for, land acquired, and then operated
8 and maintained in perpetuity. Pacheco --

PH-S7-1 cont'd

9 HON. QUENTIN KOPP: Explain, where is this 70
10 miles?
11 MR. MILLER: It's a little difficult to
12 explain. But if you're just going to San Francisco in
13 phase 1 and San Jose, you have these two routes, which
14 is visually you can see it roughly the same miles. When
15 you then add on phase 2, you have to go from this point
16 down here all the way up to Sacramento.
17 If you do Altamont, instead of having these
18 two parallel routes, you know, roughly parallel one
19 going to San Francisco and one to Sacramento, you share
20 this much of the right of way to this point. So you

PH-S7-1 cont'd

30

Sacramento Public Hearing Transcripts - Continued

21 only have to build this distance from Tracy to
22 Sacramento. So when the entire system is built out,
23 there will be more total miles via using Pacheco in
24 order to serve San Jose and San Francisco and
25 Sacramento.
1 The Pacheco profile is steeper; therefore, it
2 takes more energy to lift the people up to higher
3 elevation and bring them back down. Every train in
4 perpetuity.
5 San Jose is very important. It's very
6 populated that's why it's very white on this photograph.
7 The disadvantage for San Jose is that it takes ten
8 minutes longer to go to point south than does this way
9 because you have this 12-mile leg. But still, San Jose,
10 to get to point south, is still 15 or 20 minutes less
11 time than for people coming from San Francisco. In
12 addition, for people going from San Jose over Stockton
13 and Sacramento, much faster going via Altamont than down
14 and back up. For people going from San Francisco -- or,
15 for instance, from Sacramento -- from Sacramento over to
16 San Francisco, 270 miles roughly, I think. And this is
17 85 miles via Capitol Corridor, 120 miles, just over an
18 hour's travel time by Altamont rather than two hours
19 going --

PH-S7-1 cont'd

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20 HON. QUENTIN KOPP: What are you showing over
21 there at the bottom of the bay, South Bay, what is that?
22 MR. MILLER: Here?
23 HON. QUENTIN KOPP: Crossing above the 12-mile
24 segment, what are you showing there? Is that the
25 Dumbarton Bridge?
1 MR. MILLER: Dumbarton Bridge, yes.
2 HON. QUENTIN KOPP: Okay.
3 MR. MILLER: Okay. For Silicon Valley
4 commuters, it takes them where they want to go, where
5 they live.
6 HON. QUENTIN KOPP: I don't mean the Dumbarton
7 Bridge, I should correct that.
8 MR. MILLER: Dumbarton Express, yes.
9 HON. QUENTIN KOPP: Express?
10 MR. MILLER: Yes.
11 HON. QUENTIN KOPP: Okay.
12 MR. MILLER: So many of the commuters coming
13 from the Central Valley come from this area, this will
14 serve people going both in San Francisco and into
15 San Jose at a much faster speed. The San Jose would get
16 its own terminal and the trains -- number of trains that
17 San Jose would get and San Francisco would get to be
18 proportional to the population as roughly to the market.

PH-S7-1 cont'd

PS7-1 cont'd

PH-S7-1 cont'd

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Sacramento Public Hearing Transcripts - Continued

19 Roughly San Jose would get about 40 percent. PH-S7-1 cont'd

20 HON. QUENTIN KOPP: And what are those two Xs?

21 MR. MILLER: The two Xs are -- this is a

22 geographic center of the nine Bay Area counties, and PH-S7-1 cont'd

23 this the population center of the nine Bay Area

24 counties.

25 HON. QUENTIN KOPP: The bottom X -- this is

1 for the court reporter -- population center, and then

2 the higher X is for the geographic center.

3 MR. MILLER: Geographic center, roughly. PH-S7-1 cont'd

4 And the point being that all these people

5 here, couple of million people in east bay, in the

6 Amador Valley, to get down to train would have to cross

7 these bridges, park in parking lots, and take public

8 transit which is somewhat slow, come down here to

9 San Jose or with Altamont we have the option of taking

10 BART and so forth or can drive down to stations along

11 here. So it brings it much closer to the population

12 geographic center.

13 For San Francisco -- or to get from

14 Sacramento/San Francisco, it is three times further to

15 go this distance than on the Capitol Corridor, but it's

16 three times faster. So it's kind of a wash, and it's

17 not really a practical way to get people from one to the

33

18 other by High-Speed Rail. PH-S7-1 cont'd

19 I want to make one comment about the hybrid

20 idea which is being thrown out there. I think it's a

21 really good way for people who are politicians or agency

22 heads to say they are in favor of the hybrid option.

23 And it sounds great except that it costs a few billion

24 dollars more, and it's impractical to say that that can

25 be done in phase 1.

1 Now, this dark area here, the reason it's dark PH-S7-2

2 is this is wilderness here and this is the Grassland and

3 Water District Area. That's what this is passing

4 through. This, on the other hand, freeways and

5 population spine of California.

6 There is a few things I have heard. These are

7 not all actually in the EIR, but they have somehow

8 gotten out loosely and therefore stands have been taken

9 on it. One that I believe is in the EIR is that the

10 bridge over the bay of Dumbarton needs to be at an area

11 other than where the actual right of way is currently.

12 And I believe that we can build it on the fair right of

13 way, therefore have a minimum effect on the wetlands

14 there.

15 The idea that there is -- this is an EIR that PH-S7-3

16 there is a great deal more recreational travel by going

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Sacramento Public Hearing Transcripts - Continued

17 via Pacheco rather than Altamont. I don't see how that PH-S7-3 cont'd
18 is substantiated. The idea that there is greater
19 revenue from San Francisco to Sacramento when you're
20 traveling 270 miles, you have to price this by the
21 distance between the two points, not by the distance
22 that people are going to have traveled because of an
23 extremely long route.
24 Also, the MTC has their preferred route for
25 Altamont and San Jose is via Redwood City, which adds an
1 extra 18 minutes to the already 10 greater minutes going
2 via Pacheco -- Altamont other than Pacheco. This makes
3 it appear that San Jose is at a much greater
4 disadvantage that it actually is because that is not
5 practical routing to get people to San Jose.
6 And some of these elevated structures, the PH-S7-4
7 idea of going through the middle of Fremont an elevated
8 structure just invites Fremont to oppose this, which
9 they have. And I think that it is much more practical
10 is there are places such as the PGE right of way in the
11 City of Fremont where it's just a few miles. And I
12 think that the idea of a trench --
13 HON. QUENTIN KOPP: Fremont is opposed to
14 High-Speed Rail?
15 MR. MILLER: They have opposed the Altamont PH-S7-5

35

16 alignment -- PH-S7-5 cont'd
17 HON. QUENTIN KOPP: They have not opposed
18 High-Speed Rail.
19 MR. MILLER: No, no, no. They opposed the PH-S7-5 cont'd
20 Altamont alignment. I want to make that clear.
21 HON. QUENTIN KOPP: They support High-Speed
22 Rail.
23 MR. MILLER: Yes. I want to make that clear PH-S7-5 cont'd
24 because they're concerned about the elevated structures
25 going through their neighborhoods. And that's a very
1 short distance. And I think that it is much more
2 practical to go into a trench.
3 The point here, to conclude, is follow the
4 people and follow the lights.
5 HON. QUENTIN KOPP: Okay.
6 MR. MILLER: Thank you.
7 HON. QUENTIN KOPP: Thank you. Are you going
8 to leave that with us or --
9 THE WITNESS: This?
10 HON. QUENTIN KOPP: Yeah.
11 MR. MILLER: I will make you some small copy.
12 HON. QUENTIN KOPP: You make a copy. Thank
13 you.
14 And we have got one more card, Dr. Rudolf

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Sacramento Public Hearing Transcripts - Continued

15 Rosen of Ducks Unlimited.
16 DR. ROSEN: Thank you. Mr. Chairman, members
17 of the committee, my name is Rudolf Rosen. I am
18 director of the western regional office of Ducks
19 Unlimited. And we are here today to express concerns
20 about the alignment that would go through or be adjacent
21 to the Grassland's Ecological District.
22 Ducks Unlimited is a nonprofit conservation
23 organization that focuses on wetlands protection and
24 preservation throughout the United States. We have
25 600,000 members throughout the US, about 50,000 of which
1 reside in California. Currently in California we have
2 about 200 restoration -- wetland restoration projects
3 underway. I have staff present there who work with
4 other members of the conservation community such as the
5 US Fish and Wildlife Service who also have expressed
6 concerns about any alignment that would pass through the
7 Ecological District or be adjacent to it.
8 You have already heard discussion today about
9 the value of the District to wetlands and waterfowl and
10 issues that have to do with some specific alignments.
11 These were already described. And what I would like to
12 do is augment my presentation today with detailed
13 written comments that would be provided later.

PH-S8-1

14 HON. QUENTIN KOPP: Yeah. Well, you have got
15 another month to do that.
16 DR. ROSEN: Apparently so.
17 HON. QUENTIN KOPP: Right.
18 DR. ROSEN: From the perspective of Ducks,
19 about 20 percent of the entire population of the Pacific
20 Coast waterfowl resource winters in the Ecological
21 District. That's between half a million and a million
22 birds visit the Ecological District each year in the
23 Grasslands. That's a significant proportion of all the
24 birds. And these are birds that migrate all that way to
25 Russia, Alaska, Canada through the United States and
1 down into Mexico, Central America, and sometimes beyond.
2 The significance of the Grasslands Ecological
3 District Area has been described before but it is
4 immense when it comes to waterfowl and other water
5 birds. As a result, potential for impact due to any
6 alignment that would pass through the Grasslands and
7 because there is an alternative, the Altamont
8 alternative, we recommend that alternative or at least
9 any alternative that does not impact Grasslands as a
10 preferred alternative recommendation for Ducks
11 Unlimited.
12 Thank you, Mr. Chairman.

PH-S8-1 cont'd

Sacramento Public Hearing Transcripts - Continued

HON. QUENTIN KOPP: Thank you, Doctor.

All right. I think this concludes today's public hearing, and all public hearings on the Draft EIR. I thank everybody for their attendance and their time and attention. We are adjourned.

(whereupon, the proceedings concluded at 2:06 p.m.)

State of California)
) ss.
County of San Francisco)

I, Angie M. Materazzi, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel of attorney for either or any of the parties in the

foregoing proceedings and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 10th day of October, 2007.

ANGIE MATERAZZI CSR NO. 13116

Response to Sacramento Public Hearing (Sacramento, CA – September 26, 2007)

PH-S1-1

Comment acknowledged.

PH-S1-2

Comment acknowledged. Direct HST service to Yosemite is not part of the proposed statewide HST system. Currently, bus service is provided from the Amtrak station to Yosemite.

PH-S1-3

As shown in Table 3.3-4, the project is predicted to reduce mobile source emissions burdens in the affected air basins and on an overall statewide level. As such, the project is predicted to have a beneficial effect on air quality levels. Though individual roadway links were not analyzed separately in this study, the project is predicted to reduce overall VMT and, thus, pollutant burdens in the areas analyzed. It is expected that these predicted emission reductions would also be beneficial to air quality in Yosemite.

The analysis has been expanded to include the regional emissions analysis for two major build alternatives the Pacheco Base and Altamont Base.

PH-S1-4

Please see Response to Comment PH-S1-2.

PH-S2-1

Comment acknowledged.

PH-S2-2

Comment acknowledged.

PH-S3-1

Comment acknowledged.

PH-S3-2

Please see Response to Comment PH-S1-1.

PH-S3-3

Please see Response to Comment PH-S1-2.

PH-S3-4

Please see Response to Comment PH-S1-2.

PH-S3-5

Please see Response to Comment PH-S1-3.

PH-S3-6

Please see Response to Comment O007-51.

PH-S3-7

Please see Response to Comment PH-S1-4.

PH-S3-8

Please see Response to Comment PH-S1-4.

PH-S4-1

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

PH-S5-1

Comment acknowledged.

PH-S5-2

Comment acknowledged

PH-S5-3

Please see Response to Comment L029-5 regarding the GEA.

PH-S5-4

See Response to Comments L029-5, L029-20, and L029-21 regarding the GEA. Refer to Section 3.17 regarding cumulative impacts.

PH-S5-5

The comments during the Notice of Preparation were reviewed as part of this Program EIR/EIS. The information provided was used in the Authority's consideration of the Preferred Alternative.

PH-S5-6

The GEA is acknowledged as an area of controversy in Section S.4 of the Summary in this Final EIR/EIS document.

PH-S5-7

See Response to Comments L029-5 and L029-66 regarding the GEA and migration corridors. Please also see Standard Response 5 regarding mitigation strategies.

PH-S5-8

See Standard Response 4 regarding growth.

PH-S5-9

See Standard Responses 1 and 2.

PH-S5-10

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

PH-S6-1

Comment acknowledged. Also please see Standard Responses 1 and 3.

PH-S6-2

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

PH-S7-1

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

PH-S7-2

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

PH-S7-3

There is substantial intraregional trip making in the corridor between Santa Clara County and San Francisco. Pacheco's ability to draw more "recreational and other" trips is due primarily to the directness of service that Pacheco provides in the entire Santa Clara County to San Francisco corridor rather than the inclusion of a Gilroy station. The HST would substitute for some Caltrain and auto travel in this corridor across all trip purposes. HST is at a relative disadvantage to Caltrain for commute and business travelers since, during peak commute hours, Caltrain runs at similar frequencies to HST with lower fares and many more stations. However, HST is at a competitive advantage to Caltrain for recreation and other trips since most of these trips occur during off-peak hours; in the off-peak, HST's travel time and frequency advantage outweigh Caltrain's lower cost. Hence, HST would be able to capture recreation and other riders at a higher rate than business and commute riders in the corridor between Santa Clara County and San Francisco.

From a ridership and revenue standpoint, one of the main differences between the Altamont and Pacheco scenarios involves the splitting of train service between San Jose and San Francisco in the Altamont scenario. This split eliminates a direct HST connection between San Jose and San Francisco and significantly reduces the frequency of train service to either destination. The effects of an Altamont operational split are not obvious for business and commute travelers since, during peak commute hours, HST would provide high frequency service to both San Jose and San Francisco, and the alternative transit options (BART to San Francisco and ACE to San Jose) provide substantially slower travel times. The effects are much more obvious for recreation and other travelers since:

- Overall HST frequencies would be lower during off-peak hours when most recreation and other trips occur. With the operational split, frequencies would be further reduced to San Jose and San Francisco, putting HST at a strong disadvantage to the auto for recreation and other trips.
- In spite of its slower travel time, BART is a relatively more attractive transit option for recreation and other travelers between the East Bay and San Francisco due to its lower cost and much higher off-peak frequency.
- The loss of direct service between Santa Clara County and San Francisco means that HST is capturing very few recreation/other trips in this corridor.

Hence, HST is able to capture business and commute riders at a much higher rate than recreation and other riders for trips to and from the East Bay.

PH-S7-4

Comment acknowledged. The Draft Program EIR/EIS evaluated two alignment alternatives through Fremont: one using existing narrow rail right-of-way and the other using utility easement and tunnel.

PH-S7-5

Please see Standard Response 3 in regards to the identification of the Pacheco Pass as the Preferred Alternative.

PH-S8-1

See Response to Comments L029-5, L029-20, and L029-21 regarding the GEA.

Comment Letter PH-S9 (Walter Strakosch, 2007)

PH-S9

Comments on the Bay Area to Central Valley Program EIS/EIR
My name is Walter Strakosch and I am a resident of Mill Valley.

There are a number of issues to be considered in evaluating the Altamont (AP) vs. the Pacheco Pass (PP) routings, some of which I will discuss later, but initially there is the cost factor. Where 10 years ago the project had started out with a $18 Billion dollar (total project) price tag the estimated costs are now about twice that. With regard to the costs of the Bay Area to Valley segment the Program EIS/EIR does give an analysis of the costs, but it left me with some questions that the HSR Office was unable to answer. I then was referred to the lead on the DEIS/DEIR at P-B (Dave Manson) but he is on vacation in France and hopefully enjoying their high-speed trains. I then decided to work with what I had. WHICH WAS THE PROBLEM EARLIER PH-S9-1

In any event this is my take: Table S 5-1 in the Program EIS/EIR shows comprehensive numbers (mileage, costs, ridership, etc.) on many alternate routings between the Valley and the Bay Area. There are 11 alternates via the AP and 6 via the PP. What I have tried to do is analyze only two (it gets to complicated to go beyond that): the base route via Pacheco and, in my judgment, the best base route via the AP.

What I think is important here is that the project has gotten so INVOLVED ~~mucked up~~ in the past five years that unless you get something (anything) built you may end up getting nothing built, but get a sensible segment built and operating and the rest will come very quickly—***HSR is that good, I guarantee it.*** PH-S9-2

Following that line of reasoning we should do exactly what the French did in 1981 on their initial TGV Line (and I rode it 10 days after it opened) between Paris and Lyon. They built the majority of the line between the two cities, but used the existing rail to enter both Lyon and Paris. They completed the final segments at a later time.

Now this becomes important and is where the entire Caltrain Line plays a part in getting the line opened sooner and, initially keeping the costs down.

This then takes us to the base case scenario of the PP vs. the AP. First the base case for the PP with the cost figures as shown in the Summary Table (S. 5-1) and further detailed in Table 4.2-3. It would seem that the mileage should be measured from where the line leaves the SJV (remember the system *is* going all the way to Sacramento) or about 10 miles below Merced, but it doesn't. ~~It~~ THE MILEAGE shows as 267.53 ~~miles~~ (And this is where I couldn't get an PH-S9-3

answer.), whereas the mileage is closer to 150 miles to San Jose and 200 to San Francisco. Anyway at a cost of $46,303,853 a mile (Table 4.2-3), the 150 miles from the Valley to SJ is $6,946,000,000. PH-S9-3 Cont.

My base AP routing for the same strange reason as shown in Table 4.2-3 has a mileage shown as 213.30 whereas the actual mileage from the Valley connection to the Caltrain track (via a rebuilt Dumbarton Bridge) is about 83 miles at a cost of $58,912,092 per mile the total cost is $4,831,000,000.

Therefore if you compare the cost of the PP (Valley to SJ) $6,946,000,000 to the AP (Valley to a Caltrain connection) $4,831,000,000, the AP is about $2,000,000,000 cheaper and it is not necessary to build about 70 miles of redundant double track. WHICH IS WHAT THE AP WILL REQUIRE

There are other factors favoring the AP as well. The largest travel market in the State (2000 Business Plan) is between the SJV and other major metro areas. The third largest travel market in the State is between Sacramento and San Francisco. The AP routing allows you to keep Merced, Modesto and Stockton on a direct line to SF. The PP routing does not. It also favors the Sac. to SF market because it is foolish, once the Sacramento extension is built, to think that people will travel almost half-way to Los Angeles to travel between these two cities. AP

In addition you have two existing rail Row's in the Altamont Pass. One is the operating UP Line which may, or may not be, for sale at the right price and the other is an abandoned, I believe, ROW of the Southern Pacific. My guess is that part, if not all, of one or the other could be rebuilt to HSR standards and let us not forget how much easier it might be to obtain environmental clearance. PH-S9-4

The issue could have been decided several years ago but politics being politics, and sometimes wrongly used, it's never that simple. The original recommendation by the HSRC recommended the AP but it was ~~mysteriously~~ left out of the 2000 Business Plan, but because of overwhelming objections it had to be restudied. The problem is the HSRA could have been $1.7 million dollars to spend on other issues and two years ahead if wasn't necessary to have to DO this ~~issue~~ all over again.

Walter Strakosch
415 388-6206

DEISHSR.doc

Response to Letter PH-S9 (Walter Strakosch, 2007)

PH-S9-1

The most common reasons for significant increases in project costs are the addition of more expensive project elements, expansion of the project, and cost inflation due to delays.

PH-S9-2

Comment acknowledged. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. Please also see Response to Comment PH-SF22-1.

PH-S9-3

For all network alternatives, the Authority and FRA used a common end point in the northern San Joaquin Valley to allow for a uniform and objective comparison. Costs, costs per mile, and lengths for each network alternative are provided in the Summary (Table S.9-1 in the Draft Program EIR/EIS) and Chapter 7.

PH-S9-4

See Standard Response 3 regarding the identification of the Pacheco Pass as the Preferred Alternative.

Comment Letter PH-S10 (Jennifer Hosterman, Mayor; City of Pleasanton, September 24, 2007)

THE CITY OF PLEASANTON

PH-S10

September 24, 2007

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

Subject: California High Speed Rail Alignment Alternatives Bay Area to Central Valley

Dear California High-Speed Rail Authority:

Thank you for providing the opportunity to comment on the alignment alternatives for the Bay Area to Central Valley section of the proposed California High Speed Rail System.

The California High-Speed Rail Authority (Authority) proposes a high-speed train (HST) system for intercity travel in California between the major metropolitan centers of Sacramento and the San Francisco Bay Area in the north, through the Central Valley, to Los Angeles and San Diego in the south. The HST system is projected to carry as many as 117 million passengers annually by the year 2030.

The Authority and Federal Railroad Administration completed a statewide program environmental impact report/environmental impact statement (EIR/EIS) in November 2005, as the first phase of a tiered environmental review process for the proposed HST system. Following the certification of the statewide program EIR/EIS, the Authority initiated this Bay Area to Central Valley environmental review process which further examines this region as the next phase of the tiered environmental review process. PH-S10-1

The City of Pleasanton has reviewed the EIR/EIS for the Bay Area to Central Valley HST Program and attended the public hearing in Livermore on August 27, 2007 to gain a better understanding of the project.

The EIR/EIS assessment of the overall Visual/Aesthetic Impacts is identified in the executive summary as "low to medium." Each of the proposed Altamont alignments brings 30-foot elevated structures through the City of Pleasanton. These elevated structures should be identified as having a *high* visual and aesthetic impact to Pleasanton. Appendix 3.9-A identifies the impacts only as *medium*. Any alternative that produces elevated structures through downtown and/or residential areas of the City should be considered a *high* visual/aesthetic impact, and these *high* impact alternatives are not supported by The City of Pleasanton. This proposed use and associated visual impacts are inconsistent with the City's General Plan, Downtown Specific Plan, and the Master Plan for the Downtown Parks and Trails System. PH-S10-2

PUBLIC WORKS **P.O. BOX 520, Pleasanton, CA 94566-0802**

Administration	Engineering	Traffic	Inspection	Operations Service Center
200 Old Bernal Ave.	200 Old Bernal Ave.	200 Old Bernal Ave.	157 Main Street	3333 Busch Road
(925) 931-5648	(925) 931-5650	(925) 931-5650	(925) 931-5680	(925) 931-5500
Fax: 931-5479	Fax: 931-5479	Fax: 931-5479	Fax: 931-5484	Fax: 931-5595

The noise and vibration impact rating is identified as "medium" in the executive summary, and is documented in Appendix 3.4-A as *medium* (noise) and *medium* (vibration) for the I-580/I-680 alignment for the segment in Pleasanton and as *medium* (noise) and *high* (vibration) for the Union Pacific Railroad alignment. Medium to High noise and vibration impact in residential and downtown areas are not acceptable impacts to the City of Pleasanton, and any alternatives with this rating are not an acceptable alternative for the City of Pleasanton. The noise impacts will likely exceed our General Plan noise standards. PH-S10-3

The EIR/EIS does not identify specific impacts to the adjacent land uses, including information regarding the need and amount of additional right-of-way. The EIR/EIS also does not identify the impact to the three adjacent school land uses in Pleasanton which would be impacted with the Union Pacific alignment. Furthermore, the Bernal Property Specific Planning Area is adjacent to the proposed alignment. The plan for the Bernal property was ratified by the voters of Pleasanton and precludes any expanded use of the railroad system. PH-S10-4

The City of Pleasanton would like the EIR/EIS to provide greater detail on the design and impacts for the I-580/I-680 alignment. This would include a discussion on the impact to the adjacent land along both the I-580 and I-680 corridors.

After reviewing the alignment options and resulting visual, aesthetic, noise and vibration impacts, the City of Pleasanton does not support the Altamont Pass alignments along the Union Pacific alignment as it is currently envisioned and described in the EIR/EIS, for the reasons noted in this letter. PH-S10-5

The City of Pleasanton remains open to an alternative that uses the Altamont Pass and terminates in the City of Livermore.

Sincerely,

Jennifer Hosterman, Mayor
City of Pleasanton

C: City Council
Nelson Fialho, City Manager
Rob Wilson, Director of Public Works
Mike Tassano, Deputy Director of Public Works, Transportation

Response to Letter PH-S10 (Jennifer Hosterman, Mayor; City of Pleasanton, September 24, 2007)

PH-S10-1

Comment acknowledged. This corridor is not part of the Preferred Alternative. Also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-S10-2

Comment acknowledged. See Response to Comment PH-S2-1. Also see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative.

PH-S10-3

It is acknowledged that the medium or high noise and vibration levels through the town of Pleasanton would not meet the city's standards. One way to mitigate these potential noise impacts is through the construction of noise barriers. Noise barriers are often a practical way to reduce noise impacts from a proposed HST system. In most cases, the application of appropriately dimensioned noise barriers next to the tracks could reduce potential noise impacts from FRA's severe noise impact category to moderate, and to the no impact category in some locations.

PH-S10-4

Please see Standard Responses 1, 2, and 3.

PH-S10-5

Comment acknowledged.

Comment Letter PH-S11 (Dairl Helmer, September 26, 2007)

PH-S11

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

FLY CALIFORNIA Without ever leaving the ground.

COMMENT SHEET

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.cahighspeedrail.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): Dairl Helmer
Title (if applicable):
Organization/Business (if applicable):
Address: 2722 U St. #2
City: Sacramento State: CA Zip: 95818
Phone: (916) 452-6026 Fax:
Email: helmed@cwo.com
Meeting Date: 9-26-2007 Meeting Location: State Capitol

COMMENTS: As a concerned citizen who has followed the plans for California High-Speed Rail for the past few years (and to be honest, as a non-expert), it appears to me that the Altamont alignment is superior to the Pacheco Pass alignment. The Altamont alignment would serve the more densely populated Livermore-Pleasanton area, and take more cars off the road. I do not see how the Pacheco Pass alignment could do the same. PH-S11-1

Since the Altamont alignment appears to cut north of San Jose and through the East Bay (if I understand the options correctly), obviously providing service to San Jose is a consideration. San Jose should probably have a spur line, which could also be extended up the peninsula to San Francisco.

I am not sure why the Capitol Corridor line to Sacramento could not someday be upgraded to high-speed service; but as I said above, I am not an expert. Capitol Corridor service needs to be improved to provide better on-time service, anyway; but that is a different issue.

Also, the Altamont alignment would provide direct high-speed rail service to Stockton and Modesto. The Pacheco Pass alignment would not. And the Altamont alignment would provide much better service between Sacramento and the Bay Area.

Thank you for your consideration.

U.S. Department of Transportation Federal Railroad Administration

Response to Letter PH-S11 (Dairl Helmer, September 26, 2007)

PH-S11-1

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

Public Hearings Comments

San Francisco

San Francisco Public Hearing Transcripts (August 23, 2007)

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

SAN FRANCISCO CITY HALL, BOARD CHAMBERS

1 DR. CARLTON B. GOODLETT PLACE

SAN FRANCISCO, CALIFORNIA

THURSDAY, AUGUST 23, 2007 — 4:00 O'CLOCK P.M.

---o0o---

REPORTED BY: DEBORAH FUQUA, CSR#12948

A P P E A R A N C E S

HON. QUENTIN KOPP

Chairman of the Board

California High-Speed Rail Authority

(Moderator)

DAVID WELLENSTEIN

Federal Railroad Administration

MEHDI MORSHED

Executive Director

California High-Speed Rail Authority

CARRIE POURVAHIDI

Deputy Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

CHRISTINE SPROUL

Deputy Attorney General

State of California Department of Justice

San Francisco Public Hearing Transcripts - Continued

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PH-SF1	3	Jake McGoldrick	Charlie Cameron	PH-SF14
PH-SF2	4	Bob Beck	Kurt Evans	PH-SF15
PH-SF3	5	Vice Mayor James Janz	Jennifer Johnson	PH-SF16
PH-SF4	6	Jim Bigelow	Jim Lazarus	PH-SF17
PH-SF5	7	Andrea Nieves	Gwynn MacKellen	PH-SF18
PH-SF6	8	Michael Rubio	Jane Morrison	PH-SF19
PH-SF7	9	Michael Sydnor	Margaret Okuzuni	PH-SF20
PH-SF8	10	David Schonbrunn	Mayor Gavin Newsom	PH-SF21
PH-SF9	11	Christian Riviera	Yu Hanacura	PH-SF22
PH-SF10	12	Jerry Vail	John Diamante	PH-SF23
PH-SF11	13	Dale Champion	Will Spargur	PH-SF24
PH-SF12	14	James Haas	Richard Mlynarick	PH-SF25
PH-SF13	15	Michael Mahoney	Colette Crutcher	PH-SF26

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1 Thursday, August 23, 2007 4:15 o'clock p.m.
2 ---o0o---
3 HONORABLE QUENTIN KOPP: Good afternoon, ladies and
4 gentlemen. Welcome to this first of at least six public
5 hearings conducted for the purposes of receiving -- and
6 I underscore the word "receiving" -- comments from the
7 public about the document entitled "Draft Bay Area to
8 Central Valley High-Speed Train Program Environmental
9 Impact Report/Environmental Impact Statement," EIR/EIS,
10 a summary of which is contained in the document I hold
11 in my hand and, of course, is available to all
12 interested parties.
13 This is a public hearing that is conducted for
14 the purpose just stated. It is not conducted for
15 purposes of generating a discussion or debate between
16 members of the California High-Speed Rail Authority
17 Board of Directors, of which I am one -- which reminds
18 me, I should introduce myself.
19 I am Judge Quentin Kopp, who also serves as
20 chairman of the California High-Speed Rail Authority
21 which, in turn, is composed of eight other members from
22 San Diego to Petaluma. And I expect that at least one
23 other member will join us before today's session
24 concludes. We're scheduled from 4:00 to 6:00 p.m.
25 This public hearing and the subsequent public

San Francisco Public Hearing Transcripts - Continued

hearings is held under the joint sponsorship of the Authority itself and Federal Railroad Administration, represented today by David Wellenstein, who is the environmental project manager in the Office of Railroad Development.

And David, if you could raise your hand.

To my immediate left is Mehdi Morshed, who has been for ten years or more the executive director of the Authority itself. And sitting directly across from me is a deputy director of the Authority, Carrie Pourvahidi.

If you will raise your hand, please.

Also seated on that side of the room is Christine Sproul, Deputy Attorney General with the Department of Justice of the State of California. And next to her is Mr. Dan Leavitt, who is the other deputy director of the Authority.

Dan, if you'll raise your hand.

And I'd like to ask Rosemary Mejia to raise her hand because she is kind of a timekeeper. I have received -- oh, I don't know -- about 12 or so cards of people who wish to speak. I don't propose, per se, to put a limit on people speaking unless time demands that a limit be imposed, but please remember that we'd appreciate it if you would avoid repetition of a point

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or an issue or some material or matter that you believe the EIR/EIS doesn't discuss adequately or discusses incorrectly, as the case may be.

There is a court reporter who is recording and will report by a written transcript all of the utterances here this afternoon.

And I will also add that tomorrow we will hold a public hearing in San Jose -- all of the public hearings from 4:00 to 6:00 p.m. That will be at the San Jose City Hall. And then next Monday, Tuesday, Wednesday, Thursday, we'll be in Livermore, Oakland, and Gilroy. We wind up, as I recall, in Merced.

For those who are interested in the idea that, well, it would be good to have some more public hearings in the Central Valley, I can report that we intend to do that, but probably not until the middle of September and in Stockton, time and place to be announced after we solidify the arrangements.

So I will begin the order of people who wish to address us.

I start with Supervisor Jake McGoldrick of San Francisco, who is a member of the San Francisco Board of Supervisors, and he is chairman of the San Francisco Transportation Authority.

Mr. McGoldrick.

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San Francisco Public Hearing Transcripts - Continued

JAKE McGOLDRICK: Thank you very much, Judge Kopp. And certainly welcome back. PH-SF1-1

We hope you find, all of you, the seats very comfortable. They are, as Judge Kopp knows, seats that many of us occupy very temporarily while we all pursue permanent issues. And this is a permanent issue, one that, as chair of the Transportation Authority, we have taken a great deal of interest and a great deal of leadership in promoting.

I think it's very important that, as we go forth, we note, for example, that earlier this afternoon our mayor, Mayor Newsom, and Judge Kopp did hold a press conference in which the public was able to ascertain that there are some important features of High-Speed Rail which inevitably lead to a decision which we hope will bring High-Speed Rail to San Francisco. The necessity of a high-speed rail system in California is so obvious that it seems like we'd be preaching to the choir if we went on for too long. And certainly, as Judge Kopp knows, anybody who is in the public realm for many years obtains the name "Verbosity" as their middle name. And I will cheat cheap to be as succinct and as minimalist as possible here today because you will hear from our mayor at 4:30. Our mayor is expected to come here.

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Again, besides welcoming you, the High-Speed Rail and the Federal Rail Administration here, I'd like to thank you for all the important work that you are doing on behalf of the State of California. Again, we agree with the High-Speed Rail Authority because we have been, again, at the forefront here in San Francisco developing that vision for the past decade and a half. PH-SF1-1 cont'd

Again, thank you for the comment on the environmental documents for High-Speed Rail Plan, and we want to be able to anticipate that we will be submitting more detailed comments on behalf of the San Francisco County Transportation Authority, which also co-functions as the San Francisco Congestion Management Agency, as you may know.

We want to be sure to point out two basic issues today, just two basic issues. I'll be short and allow the public to come forward as soon as possible.

Number one, we know that the Authority is looking at some alignment alternatives that do not terminate in San Francisco, does not terminate in San Francisco. And we simply don't believe that you can have an effective high-speed rail system in California without San Francisco as one of the main terminals. We understand that. And that's why the voters of San Francisco, by 75 percent majority -- huge, 75 percent PH-SF1-2

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San Francisco Public Hearing Transcripts - Continued

1 majority -- elected to tax themselves back in 2003,
2 continuing tradition that had gone back on another
3 proposition that had created a half-cent sales tax.
4 That sales tax which we imposed upon ourselves
5 puts $270 million, $270 million, just local
6 transportation tax sales [sic] money into the CalTrain
7 Downtown Extension and what's also known as the Transbay
8 Transit Center project. And it's precisely for the
9 purpose of ensuring that we will have a world-class
10 high-speed rail terminal in San Francisco at that
11 terminal and that it will be, indeed, a terminal that
12 transforms San Francisco and the entire California
13 transit picture.

PH-SF1-2 cont'd

14 Secondly, it's very essential that the
15 Authority keep in mind that, at all times, High-Speed
16 Rail is a visionary initiative intended to solve,
17 really, the big problems of the state. So we're not
18 just San Francisco-centric. We see -- and the mayor,
19 again, will give you more details than I think is proper
20 for me to give you today. But in terms of social, in
21 terms of economics, in terms of environmental -- the
22 list of benefits is so large for the state in terms of
23 issues that -- certainly I believe -- Republicans have
24 been calling "new urbanism," Democrats have called
25 "smart growth" -- we will be bipartisan. We will even

PH-SF1-3

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1 invite the Green Party. We must all work together and
2 be tripartisan, that we are all in this together. And
3 that we are in the situation where we understand that
4 the benefits are huge for the state of California.
5 Again, I'll leave the details for the mayor.
6 But you know what the population growth and the
7 demographics are for the next 30 years, for the next 40
8 years and so on, and the job growth issues and what
9 we'll see there and how we need to address that, both
10 for commercial and for the residential uses.
11 This includes, of course, a lot of pressure on
12 the airports: the airport runway capacity, the issue of
13 climate change -- imperative that it's there on the
14 climate-change issue. And those will be addressed by
15 connecting the main urban centers so that people can
16 take advantage of rail travel instead of flying.
17 And we know we've got to go there. We all know
18 we've got to go there. So many other places in the
19 world go there.
20 It would be a mistake to take the alignment to
21 serve suburbs and go with that when the expectation is
22 that we can solve suburban gridlock with High-Speed
23 Rail. I believe that what we have to do is make the
24 kind of junctures that are obvious in terms of the urban
25 junctures.

PH-SF1-3 cont'd

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San Francisco Public Hearing Transcripts - Continued

And again, we will stand ready, we are ready to continue our advocacy for High-Speed Rail and assert the authority in whatever way, in whichever way we can and make sure that High-Speed Rail is a reality for California sooner rather than later, in the next few years rather than way out beyond there. PH-SF1-3 cont'd

I will be a grandfather in the next few months. And I would very much like to bounce little Jake on my knee on a high-speed ride down to Southern California as soon as possible.

Thank you, very much.

HONORABLE QUENTIN KOPP: Thank you, Mr. Supervisor.

I should also remind people, because Mr. McGoldrick, I think, mentioned it at least elliptically, we invite written comments on the EIR/EIS analysis. And those must be submitted to us by September 28th. September 28th.

Next speaker is Bob Beck of the Transbay Joint Powers Authority.

Mr. Beck.

I say "speaker" -- witness, whatever.

BOB BECK: Thank you. Again, Bob Beck with the Transbay Joint Powers Authority.

And I'd like to congratulate High-Speed Rail PH-SF2-1

11

Authority on reaching this milestone with this draft environmental document and express our excitement at the budget being finalized this week including funding that will allow you to continue this important work -- and our full support for High-Speed Rail in California. PH-SF2-1 cont'd

The TJPA looks forward to continuing work to bring High-Speed Rail to the Bay Area and would like to speak to the advantages of the Transbay Transit Center as a destination for High-Speed Rail in San Francisco.

Since San Francisco voters approved Prop H in 1999 to rebuild the Transbay Transit Center, extend the CalTrain, and make provisions for High-Speed Rail service into the transit center, the transit center has played an integral part in the regional rail planning for the future of rail service in Northern California. PH-SF2-2

Regional Measure 2 in 2003 echoed Prop H's call to extend rail service, including potential high-speed rail service into the Transbay Transit Center. And we look forward to November of 2008 when, hopefully, statewide voters will, again, have the opportunity to make their statement on this important project.

The TJPA has taken great strides in advancing engineering work on our project and the CalTrain extension and ensuring that that work will be compatible with High-Speed Rail service.

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San Francisco Public Hearing Transcripts - Continued

I'd like to say a few words in support of the Transit Center as a San Francisco destination. As the draft document points out, the Transit Center will maximize ridership and revenue on the San Francisco destination. It has supreme connectivity and accessibility with walking distance to the Financial District. It will be in the heart of the Transbay Redevelopment Area, which will be the highest-density residential neighborhood in San Francisco. And it's endorsed by MTC Resolution 3434. It maximizes compatibility with existing and planned development and reduces traffic congestion. PH-SF2-2 cont'd

In short, the Transbay Transit Center optimizes High-Speed Rail connectivity and convenience to the Bay Area, and we look forward to providing a regional hub for the 21st century.

HONORABLE QUENTIN KOPP: Thank you, Mr. Beck.

The Honorable James Janz, member of the Town Council, Town of Atherton.

VICE MAYOR JAMES JANZ: Thank you, your Honor.

I'm James Janz, Vice Mayor of the Town of Atherton. Thank you for the opportunity to address this issue. PH-SF3-1

I'm going to try to be as brief and to the point as I can. I would like to see what's described as

the I-280 alignment reinstated as an alternative to the CalTrain corridor for the connection between San Jose and San Francisco. All of the reasons that were given in the two-paragraph rejection of the 280 alignment as being difficulties -- cost of any possible right-of-way acquisition, construction impact, the need for additional right-of-way, et cetera -- are all true in spades in the CalTrain corridor.

In addition, there's another reason why I think it's important that that be looked at. The proposal for using CalTrain as a corridor to connect San Jose and San Francisco had included in it the notion that the High-Speed Rail would make a stop on the Peninsula. Redwood City and Palo Alto were discussed as likely places for that. PH-SF3-1 cont'd

But it turns out that that train is -- that there are actually two high-speed rails. There's an express high-speed rail, and there's a not-so-express high-speed rail. The express high-speed rail would go from San Francisco to San Jose and then a minimum number of stops from there down to Los Angeles. The not-so-express high-speed rail would be one that would go from San Francisco, stop on the Peninsula, stop in San Jose, and then make several more stops before it gets to Los Angeles.

San Francisco Public Hearing Transcripts - Continued

So it means that anyone wanting to go from the Peninsula to Los Angeles would have to either drive or take CalTrain to Redwood City or Palo Alto, there get on the not-so-express high-speed train, go to San Jose, get off, and get on the express high-speed train to continue their journey down to Los Angeles.

Rather than do that, why don't we just use the facility we already have? We already have CalTrain. We already have Baby Bullets. The person can go to the nearest CalTrain station, take it into San Francisco or San Jose, whichever is most convenient for them, get on the real high-speed rail, the express high-speed rail train, and go directly to Los Angeles with a minimal number of stops. I think that would be the best way to do it.

And I also think that the 280 alignment would make a much more pleasant ride, at least for that part of the journey, for the rider. Riding along the CalTrain corridor -- and I know it well because I ride it every day -- you see mostly the backs of buildings.

On the other hand, if you were riding on High-Speed Rail along the 280 corridor, from the Diridon Station, it's two short blocks along the CalTrain corridor to I-280, and from there you can follow the I-280 corridor all the way up to the 380, turn east at

PH-SF3-1 cont'd

380 and follow the 380 corridor and rejoin the CalTrain line with either a stop or a spur off to the airport and continue on into San Francisco.

The experience for the rider, as you know, most likely from driving along 280, it's practically like flying. You're trying to compete with the airplane and get people out of their cars and out of the airplanes and onto the train; give them an experience that's worthwhile.

Thank you.

PH-SF3-1 cont'd

HONORABLE QUENTIN KOPP: Thank you very much, Mr. Councilman.

Let me note the arrival of Commissioner Ron Diridon from San Jose and a ten-year member of the Authority.

COMMISSIONER RON DIRIDON: I'll blame your baseball team on my tardiness.

HONORABLE QUENTIN KOPP: Thank you.

Next person is Jim Bigelow, Redwood City Chamber of Commerce.

JIM BIGELOW: Good afternoon. The Redwood City San Mateo County chambers have been following this process for a long time. And I would like to alert the Board, as far as the EIS and EIR study goes, that the City of Redwood City adopted a new Precise Plan very, very

PH-SF4-1

San Francisco Public Hearing Transcripts - Continued

1 recently that puts 2500 housing units around the Redwood
2 City CalTrain Station area. It has mixed use, has a lot
3 of walk-through.
4 And a picture of that proposed station is PH-SF4-1 cont'd
5 actually in your EIR/EIS document. So the City of
6 Redwood City has come forward with a -- trying to
7 accommodate high-speed rail on the Peninsula corridor.
8 Whether the train comes by Dumbarton, Altamont, or it
9 comes up through Pacheco, it's still going to come
10 through Redwood City.
11 Our chamber has supported the CalTrain 2025
12 Plan. And that plan includes operations with the
13 California High-Speed Rail. And CalTrain, the Joint
14 Powers Board, has made applications of FRA. And they're
15 processing a request to change the type of equipment on PH-SF4-2
16 the main line to a lighter rail, electric motorized
17 unit, EMU-type technology, with a positive control
18 system that seems to be being received well in
19 Washington, and it takes about a two-year period to
20 develop a new standard.
21 The same power system and compatibility for the
22 new CalTrain EMU's, if that standard can be achieved,
23 both High-Speed Rail and the new CalTrain equipment
24 could operate compatibly in the corridor.
25 So we would encourage you to keep on with your PH-SF4-3

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1 work and keep moving the project forward. I would
2 suggest in your document that it might -- when you look
3 at air traffic congestion at the airport, San Francisco,
4 L.A., and the like, there's delays, flight delays. And
5 one of the ideas, when you're expanding the airports
6 because of limitations on the runways that can be added
7 -- and capacity -- that some of the shorter-haul flights
8 could be accommodated on High-Speed Rail. Employees
9 could commute to Southern California for a meeting for
10 the day and back.
11 And I think maybe in the economic plan, it PH-SF4-3 cont'd
12 might help out the understanding that, not only would
13 this help people for personal transportation, but for
14 the business traveler, they could work and be on this
15 train. And it also could deal with some of the short
16 commute hauls in the San Joaquin.
17 And if San Francisco has a low ceiling, they
18 have to go into single file. And flights back up all
19 across the country. So High-Speed Rail could -- in your
20 report, I think, with a little more explanation, I think
21 that could be helpful for the Los Angeles connection and
22 so forth.
23 So we look forward to you moving forward and
24 deciding the issue of the alignment. And I'll speak at
25 another hearing on that.

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Thank you.

HONORABLE QUENTIN KOPP: Thank you, very much, Jim.

Andrea Nieves, Greenlining Institute.

ANDREA NIEVES: Good afternoon. May it please the Authority, my name is Andrea Nieves, and I'm a research analyst at the Greenlining Institute, a public policy organization that advocates on behalf of minority and low- and moderate-income Californians. PH-SF5-1

The Greenlining Institute firmly believes that High-Speed Rail does not serve the interests of low- and moderate-income Californians. The project does not represent a substantial improvement over current transportation options, given the high price tag. It will also benefit only a very small portion of Californians, yet everyone's tax dollars will go towards financing the project.

One of the most serious concerns about the project is the cost. The current official price tag is $40 billion. But studies show that similar large-scale public works projects generally run up to seven times the initial estimate. For example, engineers originally projected the English Channel to cost $6.2 billion, but the project ended up costing over 15 billion. Boston's Big Dig started out at $2.5 billion costs, and costs are now up to 13.6 billion. Even the cost of retrofitting PH-SF5-2

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the Bay Bridge has increased 5 percent.

In light of these examples and numerous others, we say with full confidence this project will ultimately cost $100 billion. So the question we must ask ourselves first is how best to spend those $100 billion. PH-SF5-2 cont'd

For this, we should consider first who our primary beneficiaries would be. We can do this by a process of elimination. Let's see who will not benefit from the High-Speed Rail. A comprehensive study by U.C. Berkeley's Boalt School of Law concluded that the High-Speed Rail Project does not represent a substantial improvement over the two prevailing modes of intercity transport in California today: air travel and driving.

The High-Speed Rail Authority's own figures estimate that the door-to-door time savings of taking the train versus taking an airplane range from 6 to 30 minutes. The Authority also put the projected cost of the train tickets at a range of 47 to $59, depending on the routes. A quick search on any of the lost-cost airline ticket Web sites will show that airlines are fully capable of meeting or beating the train's prices. So neither time nor cost consideration seems to provide an impetus for air travelers to switch to rail. PH-SF5-3

How about driving? Driving is clearly cheaper when traveling with a group. And if the cost of taking

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the train will be comparable to the cost of flying, then the same people who currently choose to drive rather than fly will continue to drive.

There is one major advantage that High-Speed Rail can potentially have on both air and road travel: environmental friendliness. But environmental protection as the main argument for spending $100 billion on High-Speed Rail is clearly off the mark because we have just proven that High-Speed Rail will not provide a substantial pull-away from existing high-polluting forms of transportation. Driving and flying will continue to increase despite the High-Speed Rail. PH-SF5-3 cont'd

So who does this leave in the potential passenger pool for the High-Speed Rail service? In short, the people who will benefit are those who already have ample choices for mobility: the wealthy. Where does that leave the rest of California? The vast majority of people in our metropolitan areas live in suburbs, virtually unconnected by public transit and who use private cars as their primary mode of transportation. This includes lower and moderate-income people who have little or no demand for high-speed intercity transportation. PH-SF5-4

This summer's rail ridership and revenue

forecasting final report does little to ensure that the 70 percent of Americans who live from paycheck to paycheck will have an incentive to utilize the High-Speed Rail system, in particular, members of communities of color. PH-SF5-4 cont'd

And finally, even if you ignore all the data regarding the lack of feasibility on this high-cost project, the budget the Senate passed yesterday demonstrates a lack of legislative commitment to public transit. Without State assistance for existing local transit systems, it is preposterous to think that the State of California can afford a costly high-speed rail system at this time.

Thank you.

HONORABLE QUENTIN KOPP: Thank you.

Supervisor Michael Rubio of the County of Kern, who is also the chairman of San Joaquin Valley Council of Governments.

Good afternoon, Supervisor.

MICHAEL RUBIO: Good afternoon, Mr. Chairman, Mr. Morshed. It's a pleasure to see you again.

Although I am a member of the Board of Supervisors in the County of Kern, today I stand before you as a representative of the entire San Joaquin Valley in one of the unique times where everyone in the valley PH-SF6-1

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1 comes together in consensus on one item; it is the
2 High-Speed Rail. It is probably the single most
3 important factor that we'll have for our economy
4 throughout the San Joaquin Valley.
5 And I intend to be before your body throughout
6 the next several days as you continue to hold meetings
7 in the northern part of California and in the San
8 Joaquin Valley. And each time I am before you, I will
9 have a theme.
10 Today's theme is that the San Joaquin Valley,
11 simply put, makes the High-Speed Rail work. There's
12 going to be a lot of discussion today about what's the
13 important location for the San Francisco area; tomorrow
14 will be the San Jose area. And I'm here to tell you
15 that, when you look at the forecasting studies that you
16 have presented as early as March, the first- and the
17 third-largest share of ridership is simply in the San
18 Joaquin Valley and then up the valley to the L.A. and
19 San Francisco area.
20 So I would argue that, without the San Joaquin
21 Valley, High-Speed Rail will not exist. And as such, I
22 think, when you start moving and prioritizing and
23 establishing and constructing this very important mode
24 of transportation, you look first to the San Joaquin
25 Valley. We will be speaking as one on this particular

PH-SF6-1 cont'd

23

1 issue. That means the region from the Grapevine, which
2 is the southern part of the Kern County area, all the
3 way north to the Stockton portion of the San Joaquin
4 Valley, we will be speaking in one voice.
5 So I come today to speak in one voice regarding
6 a particular route that will be hotly debated regarding
7 the Altamont Pass and Pacheco Pass.
8 I can tell you that the San Joaquin Valley
9 strongly prefers the Altamont Pass for a number of
10 reasons. First, it serves more population centers.
11 Second, substantially shorter travel time to Sacramento.
12 In fact, it's 41 minutes shorter from the Bay Area.
13 It's ten minutes slower travel time to San Jose. Travel
14 times from L.A. Area to San Francisco and from the
15 Valley locations to San Francisco would be about the
16 same. And although the Altamont alignment capital cost
17 would be slightly higher, to the tune of about 1
18 percent, the annual operating cost would be $80 million
19 lower.
20 So for those reasons and a number of others
21 that we will submit in writing, we believe that the
22 Altamont Pass is the preferred pass when asked the San
23 Joaquin Valley folks.
24 So I look forward to future opportunities to
25 speak before you. Thank you for these important

PH-SF6-1 cont'd

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meetings, and we applaud your efforts in getting this underway. Thank you. PH-SF6-1 cont'd

HONORABLE QUENTIN KOPP: Thank you.

Michael Sydnor, representing More Rail Limited Liability Corporation. Good afternoon.

MICHAEL SYDNOR: Thank you, your Honor, Judge. It's nice to be before you.

First of all, again, Michael Sydnor. Our company is More Rail. More Rail stands for Montage Of Rail Experiences, Restoring An Intimate Legacy. That is a way to understand the importance of railroad history here in California. Particularly I'm thinking about Alameda County in Oakland. PH-SF7-1

I am a San Francisco citizen, but we have a facility in Oakland, the 16th Street Depot, that is about to be demolished possibly, due to the developers that are there. We'd like to work on the design and creating the elements that possibly can create some of the wonderful facilities that have already been created in this state that can be used as a terminal for what -- for the High-Speed Rail.

So our point with More Rail is to act as advocates, only not only for minorities like the Greenlining scenario -- because we know that minorities are not going to be represented fully in this process. PH-SF7-2

We know that they're going to be the service industry. We know that they're going to be the people that do any of the hard labor work that will be involved. They will be the people that will be the beneficiaries of the High-Speed Rail. It will not be the persons -- or most of the people that will be operating -- or passengers on the rail.

So we have to get past the passengers. We have to look at the economic development process here and how it is affecting the minority communities. And when it comes to the minority community, we know that when they're -- for instance, even streetcars, light rail vehicles in communities, crime goes down, tourism increases, there is a boom in economic development. PH-SF7-2 cont'd

Just by -- look at T Street line. And you can ask the Mayor and the Chief of Police, "Has crime decreased just with the T Street line coming into San Francisco?" It has. And that was one of the hardest corridors for African-Americans.

And crime -- when you bring in transit, you reduce crime. What happens is, you're employing people. And that employment process includes not only the kind of travel that -- for instance, that occurs in Europe, where the European rail system is very vital. For instance, if you were to go there, it's like a mall.

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1 You walk in, you know that there's a destination. PH-SF7-2 cont'd
2 What is not happening here is cultural
3 destinations are not also being included. And that's
4 what I'd really like to put on the table here because,
5 as you begin to think about what High-Speed Rail does,
6 it affects cultures, communities, and economic
7 development situations.
8 And More Rail would like to make sure that you PH-SF7-3
9 understand the impact of High-Speed Rail, particularly
10 on the minority communities, on the historic development
11 opportunities you have in front of you, and on the
12 cultural development possibilities that would increase
13 the tourism and other safety factors that High-Speed
14 Rail would do.
15 And I thank you for this opportunity.
16 HONORABLE QUENTIN KOPP: Thank you.
17 I'm going to call a couple of names at once so
18 people know the order. Next is David Schonbrunn of
19 TRANSDEF. And he'll be followed by Jerry Vail, who will
20 be followed by Dale Champion.
21 DAVID SCHONBRUNN: Thank you very much, your Honor.
22 David Schonbrunn, President of TRANSDEF. These are
23 preliminary comments based on having read the summary PH-SF8-1
24 and heard a presentation at MTC. We will be providing
25 full written comments later.

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1 I wanted to repeat some wise words that were
2 said at the meeting on the Regional Rail Plan for the
3 Bay Area. And that is that High-Speed Rail is far more
4 than just a way of getting from Los Angeles to
5 Sacramento -- Los Angeles, Sacramento, and San
6 Francisco. It's not just an airport substitution
7 process. It fills an extraordinary gap in the state's PH-SF8-1 cont'd
8 transportation network, namely adding additional
9 inter-regional capacity.
10 As Supervisor Rubio just said, there is a
11 tremendous need for further service in the Altamont
12 corridor. High-Speed Rail does provide that service
13 very well. And the reality is there is nobody to serve
14 south of San Jose in terms of a commute shed. So the
15 Pacheco alignment makes no sense when you look at the
16 state's need for inter-regional service, which is a way
17 of making efficient use of a very expensive
18 infrastructure.
19 Along those lines, I want to point out -- and
20 this is my primary comment today -- what I can only call
21 a silly conclusion in this EIR. And that is the PH-SF8-2
22 conclusion that, in the Altamont-based case, that San
23 Jose would receive half of the service that would be
24 going to San Francisco.
25 Well, that's a flaw in the development of the

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alternative. If we go back to purpose and need and recognize the need to develop inter-regional service, you would include in that base case more service between San Jose and Fremont, Warm Springs, or wherever the transfer point would be. And as soon as you start adding a lot of service along that line, San Jose is getting top-notch service in terms of connecting to High-Speed Rail.

And the job of High-Speed Rail is to connect well to everybody and to all these major cities. So with a mere correction in terms of adding regional service between San Jose and a transfer point, then that whole issue about San Jose receiving less service completely goes away. And then you're able to judge these alternatives very clearly, and you end up seeing that Altamont simply makes much more sense.

Thank you very much.

HONORABLE QUENTIN KOPP: Thank you.

Now, I neglected to honor a team entry. For some reason, the card was misplaced. So if you will be patient, Mr. Vail, I will call Christian Gonzalez Rivera, who also represents Greenlining Institute and was destined to follow Ms. Nieves.

CHRISTIAN GONZALEZ RIVERA: Thank you very much for your time.

PH-SF8-2 cont'd

So as he said, my name is Christian Gonzalez Rivera, and I'm also with Greenlining Institute. And my comments will dovetail with those of Andrea as well.

So let's hear this talk about Californians who don't have many transit options. You have students, youth under 17, the elderly, disabled, and lower income people all depend on public transit for their mobility. The vast majority of these groups depend on our bus systems, which are always in the front lines of budget cuts to public transit. The situation for lower-income people is especially alive, because support generally exists for other groups that I mentioned but not for lower-income people -- not for our lower-income workers.

PH-SF9-1

Inequitable developments produce pockets of poverty and disenfranchisement in our inner cities. Flawed polices that promote sprawl place new housing far from the reach of lower-income people, both spatially and financially. Good jobs follow new housing and escape the grasp, once again, of the disenfranchised in the city. This kind of development makes it extremely difficulty for a non-driver in California, whether it's by choice or by circumstances.

But let's think about why people drive. They drive because it's still the most convenient way to get around for most people. The development of decisions

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that shape our state, such as our sprawled metropolitan areas, our ever-widening roads, and our substantially under-funded public transit systems, have led to the transportation crisis that we now face.

Building a high-speed intercity rail system is not going to affect the average worker's choice to drive to work, shopping, and recreational activities. Building this system will not alter most of our developers' preference for building single-family, low-density subdivisions.

PH-SF9-1 cont'd

In short, the High-Speed Rail will not protect us from the misguided development scourges that threaten the quality of our air, our water, our soils, and ultimately, our health.

The High-Speed Rail Plan is just another example of the kind of inequitable development that has been raising the cost of living in California to a level that's completely out of reach for lower and moderate-income Californians who include the majority of people of color in our state.

HONORABLE QUENTIN KOPP: Thank you --

CHRISTIAN GONZALEZ RIVERA: Money is being poured into new housing, jobs, and transportation options for higher-income people, leaving the majority of the state to spend more of our time on congested roads and more of

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our money on expensive housing.

If our state and local leaders are truly committed to improving the transportation options for all Californians, accommodating future growth, and protecting our environment, you will have to put a lot more on the table than plans for high-tech trains with dubious and largely unsubstantiated claims about the benefits to the state economy.

Those $100 billion are much better spent on improving our bus systems in all the metropolitan areas. It could also be spent in expanding our public subway and light rail systems, which can then pave the way for workable, higher-density development in our existing urban areas as opposed to new greenbelt development.

PH-SF9-1 cont'd

In the end, the money spent on affordable transit within metropolitan areas will pay greater dividends per dollar invested in terms of growth potential for all regions, equitable access of areas of job growth for people of all incomes and races, environmental relief, and also increased feasibility of reintroducing a high-speed rail system sometime in the future.

The basic one is this: Growth should be for everyone. Public investment should benefit the whole public, not just a select few. All Californians, rich

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or poor, do their part to keep a diverse California running. Therefore, the proceeds of our success should be for all. PH-SF9-1 cont'd

Thanks.

HONORABLE QUENTIN KOPP: Jerry Vail and then Dale Champion and then Jim Haas.

JERRY VAIL: I'm Jerry Vail from San Francisco. I'm here to support the Altamont route. PH-SF10-1

HONORABLE QUENTIN KOPP: I think maybe if you raise that speaker -- yeah.

JERRY VAIL: In previous meetings, there were concerns that San Jose-L.A. travel time would be longer and there would be half as many trains. And I think the previous speaker made the point correctly that the number of trains will depend on the market and what ridership there is for any given city pair. So adjustments will be made. And it could be that San Jose will get more or less, depending on what the ridership will be. PH-SF10-2

Also, the fact that it's longer -- it's only ten minutes. I'm not concerned that it's only two more minutes from San Francisco to L.A. with the Pacheco route. I don't think, seriously, a longer route from the two end points from San Jose would make that much difference.

Also I think there's a misplaced emphasis on the end points -- always San Jose or San Francisco or L.A. And as has been mentioned, it's really the intermediate points that give High-Speed Rail its strength because that will connect places that don't have good service now, that have very high airfares, that have long drives and very awkward travel times like Fresno and Merced and Stockton and those places. PH-SF10-3

I also might mention that the Valley, which is where the high growth areas are -- has a number of lower-income population. And many of them live in the traditional downtown core areas that High-Speed Rail would serve. So I think that would be an excellent way to bring service to lower-income people. PH-SF10-4

In closing, I asked the Authority to consider the interest of the entire Bay Area, the entire state, and support the Altamont route over the Pacheco. PH-SF10-1 cont'd

Thank you.

HONORABLE QUENTIN KOPP: Thank you.

Dale Champion. It's deja vu all over again.

DALE CHAMPION: Good afternoon --

HONORABLE QUENTIN KOPP: Except you were there.

Mr. Champion was a champion San Francisco Chronicle reporter in his salad days, which are not yet behind him.

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DALE CHAMPION: I'm glad to hear that. We're going to stick around, aren't we.

I'm an Angelino by birth, and I've been a resident of San Francisco for over 50 years. And I come here to strongly support the alignment that would bring High-Speed Rail into San Francisco. San Francisco has demonstrated its commitment to the High-Speed Rail on numerous occasions and, just recently of course, the Transbay Terminal project is moving -- it's begun to move forward. And I urge you not to delay in any way on this -- on this very important California project. And I commend you for all the work you've done so far. PH-SF11-1

HONORABLE QUENTIN KOPP: Thank you.

James Haas and then Michael Mahoney and then Charlie Cameron.

JAMES HAAS: Judge Kopp, Commissioners, I'm Jim Haas. I've been involved with the Transbay Area Citizen's Advisory Committee for years, and I'm a supporter of High-Speed Rail. PH-SF12-1

I wanted to comment on the completeness of the draft EIR in an aspect which, in the past, has gotten short shrift, which is the premise that was put forth long ago, that the High-Speed Rail would help address the condition of intra-state air travel. The ability of the state to accommodate flights from Los Angeles to San PH-SF12-2

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Francisco is already under pressure. In fact, a week or so ago, there was a preliminary report relating to the capacity of the San Francisco Airport and suggested that the High-Speed Rail was -- might very well be necessary to accommodate and eliminate some of the smaller planes that come in. PH-SF12-2 cont'd

We also know that air service from the Valley towns to San Francisco to L.A. has also been, over the years, compromised by costs and other things. I can't say at the moment how good it is or how bad it is, but certainly they've been subject to a lot of difficulty in getting good air service. The High-Speed Rail would greatly improve that problem.

So when preparing the plans, San Francisco as the terminus is certainly something I'd support, being a San Franciscan. But in my mind, the San Francisco International Airport is almost and may be as important a destination for the High-Speed Rail. And I want to make sure that the EIR looks at that aspect and the substitution of High-Speed Rail for -- and help deal with the growth in intra-state air service and make sure that whatever arrangements are proposed in Millbrae can accommodate a large number of travelers who will be using the airport to go internationally or across the country. Thank you very much. PH-SF12-3 PH-SF12-4

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HONORABLE QUENTIN KOPP: Thank you, Mr. Haas.
Mr. Mahoney, Mr. Cameron, and Kurt Evans.
MICHAEL MAHONEY: Good afternoon, Judge Kopp and Members of the Committee. My name is Michael Mahoney. I live in San Francisco.
The purpose of an environmental impact report, of course, as you know, is not to decide what policy should be adopted but rather to advise the policy makers on what the undesirable consequences will be if that policy is adopted. In that respect, the report before you, in my view, is an attempt to put a thin coat of lipstick on an unattractive date.
I want to limit my discussions to the questions of noise. There is a section in the report relating to ambient noise and noise around the train. Anyone who has ridden the high-speed trains in Europe knows that noise is a concern. The train is going through the countryside. There is nothing to see but fields. A habitation appears in the distance, and as soon as you see that habitation, a wall comes up between you and the habitation. The wall is a sound wall designed to protect the citizens from the noise. This habitation is maybe one or two kilometers away from the train.
So we may inquire, "What will the noise be if people were standing virtually next to the train?" And

PH-SF13-1

that is what you propose.
In the Peninsula corridor, the schedule time between San Francisco and San Jose is 30 minutes. It is 50 miles. I was there this morning. Obviously, then, the train has to go at an average of 100 miles per hour. But in fact, it goes faster. It goes 125 to 150 miles per hour.
There will be 96 trains per day. The distance between the High-Speed Train and the platform is not entirely clear from the diagrams, but it appears as if someone standing on a platform in, let's say, Menlo Park waiting for a local train will be about 15 feet away from the high-speed train when it comes punching through at about 125 miles an hour. To say that the noise caused by that is moderate strikes me as ludicrous.
What I was looking to see -- and maybe it was there and I didn't see it -- was diagrams showing the number of decibels that are generated 10 meters from the train, 100 meters from the train, 1,000 meters from the train so that you get some idea of what the noise footprint is going to be. Instead, we're told it's either medium or low or high.
In the San Joaquin Valley, many of the trains are proposed to stop at various places. But you can't get to Los Angeles in 2 1/2 half hours by stopping.

PH-SF13-1 cont'd

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There will be express trains that stop nowhere. These trains will be going right through the heart of Modesto, right through the heart of Merced, the heart of Fresno, the heart of Bakersfield at 225 miles per hour. Someone standing on the platform in Merced Station will be 23 feet 7 inches from the center of the high-speed track when the train comes through at 225 miles per hour. PH-SF13-1 cont'd

A huge number of people live within, let us say, one or two kilometers of this right of way. All these people will be affected by this noise. The discussion, as far as I can see in the report, is completely inadequate in that regard. I suspect that, if a serious report were done, many of the enthusiasts in the San Joaquin Valley would begin to lose some of their enthusiasm, and we might see the project redesigned in a more sensible fashion.

Thank you.

HONORABLE QUENTIN KOPP: Thanks, Mr. Mahoney.

Mr. Cameron and then Mr. Evans. And after Mr. Evans, Jennifer Johnson and then Jim Lazarus.

CHARLIE CAMERON: Good afternoon, Commissioners. The name's Charlie Cameron. I'm a Hayward resident. First of all, I came here because I will not be able to make your Tuesday meeting in Oakland. PH-SF14-1

Mr. Leavitt, I want you to know I will be

sending in corrections, grammatical corrections and mistakes, erroneous oversights. But I already know -- and I've been to the Oakland Main Library once. I've been to the Fremont Main Library once. I'm prefacing the word "main," because that's where I had to go. But it was incorrectly stated -- that the documents are in the main library not any library. PH-SF14-1 cont'd

The grammatical mistakes that I did say deal with the word "Capital Car." A number of pages have the wrong word and spelling of the word "Capitol." I don't know how many times this document has been proofread, pre-proofread, scanned, and it's still made mistakes that Mr. Leavitt's got to worry about and cringe as we speak. PH-SF14-2

What else is wrong? There are other mistakes that I did and have written up that I will be sending in.

You have a tough job to do. I'm a hard-core rail person, years back. So I will be sending in my comments. Thank you very much.

HONORABLE QUENTIN KOPP: Thank you, Mr. Cameron.

Kurt Evans.

KURT EVANS: Thank you, your Honor, Commissioner Diridon. My name is Kurt Evans. I'm the government affairs manager for the Santa Clara Valley PH-SF15-1

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Transportation Authority or VTA for short. I wanted to make a few comments this afternoon to the Authority.

VTA strongly supports the concept of a high-speed rail line as a way to relieve highway and air traffic congestion between Northern and Southern California.

We also believe that a Pacheco Pass alignment makes the most sense as the entry point for High-Speed Rail into the Bay Area. In 2005, the California High-Speed Rail Authority's draft statewide program EIR/EIS concluded that Pacheco Pass was the better alignment because, A, it provides better frequency of service to the critical Silicon Valley job market; B, it more effectively and efficiently meets current and future intercity travel demand and thus is a better fit for High-Speed Rail's basic project objectives; and C, it does not require a new bay crossing to serve San Francisco, which would pose considerable challenges.

In our opinion, the information presented in the Authority's draft Bay Area-to-Central Valley High-Speed Train Program EIR/EIS does not change those conclusions.

I would like to make a few brief points. First, the Pacheco Pass alignment will provide faster, more direct and more frequent service to all three of

PH-SF15-1 cont'd

the largest urban centers in the Bay Area: San Jose, San Francisco, and Oakland.

Second, to demonstrate the need for direct High-Speed Rail service to San Jose, consider that the Authority's draft statewide program EIR/EIS estimated that by 2010, the Mineta San Jose International Airport would have more flights serving the Bay Area to Southern California market than the Oakland and San Francisco airports combined.

Third, as one of the partner agencies in the CalTrain Commuter Rail Service, VTA believes a Pacheco Pass alignment is more consistent with CalTrain's corridor-wide, long-range plans.

And finally, air traffic between Bay Area and Southern California will continue to grow in the future. But all three major airports in the Bay Area are severely constrained in terms of their ability to expand.

The Bay Area-Southern California air traffic corridor is already one of the busiest in the nation, and it will only get worse. Therefore, the primary purpose of High-Speed Rail should be to provide a competitive, long-distance transit alternative between Northern and Southern California. And the Pacheco Pass alignment is the best alternative for achieving that

PH-SF15-1 cont'd

PS14-1 cont'd

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1 purpose.
2 Thank you for your consideration of our
3 comments. PH-SF15-1 cont'd
4 HONORABLE QUENTIN KOPP: Thank you, Mr. Evans.
5 And Jennifer Johnson -- and then Mr. Lazarus --
6 Partnership for the San Joaquin Valley.
7 JENNIFER JOHNSON: Good evening. My name is
8 Jennifer Johnson, and I'm here today to provide the
9 working position on High-Speed Rail as adopted by the
10 Board of the California Partnership for the San Joaquin
11 Valley.
12 As you may know, the partnership is a unique
13 public-private collaboration created by Governor
14 Schwarzenegger. Led by our appointed Board, the
15 Partnership has engaged thousands of people in the
16 eight-county San Joaquin Valley to focus on action PH-SF16-1
17 strategies that improve the economic vitality and
18 quality of life for Valley residents.
19 On August 9th, the Partnership held a special
20 meeting in the Valley on High-Speed Rail, obtaining
21 comments from a large and diverse group of stakeholders.
22 The following day, the Partnership Board adopted the
23 following working position:
24 High-Speed Rail needs to serve the entire San
25 Joaquin Valley, Bakersfield to Sacramento. And the

1 region must stay together as it works towards
2 implementation of the initiative. $15.5 million must
3 stay in the 2007-2008 budget as a minimum funding level.
4 The High-Speed Rail ballot measure must stay on the 2008
5 ballot.
6 The federal government needs to contribute to
7 the High-Speed Rail Project. Congress should seriously
8 consider the establishment of a federal High-Speed Rail
9 Authority, with powers similar to California's
10 Authority.
11 Passenger rail is also a priority for the
12 Valley and is meeting immediate demand, while the PH-SF16-1 cont'd
13 High-Speed Rail initiative will address mid- and
14 long-term demand.
15 Land-use patterns are a critical success factor
16 for High-Speed Rail. The blueprint regional planning
17 process needs to be tightly connected to the efforts to
18 implement High-Speed Rail in the Valley. And the route
19 between the San Joaquin Valley and the Bay Area will
20 have a significant impact on the Valley being served as
21 an entire region.
22 We anticipate amendments to this position may
23 soon be made to provide particular direction to this
24 body regarding a preferred alignment alternative. We
25 will be sure to share those with you as soon as

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possible.

I also want to thank the Authority for working with us to pursue an additional meeting in the Central Valley. We believe that two public hearings held in the Valley will provide stakeholders in the region a more sufficient opportunity to comment on the study, including the preferred alignment and station location options.

Thank you.

PH-SF16-1 cont'd

HONORABLE QUENTIN KOPP: Thank you, Ms. Johnson.

Mr. Jim Lazarus, San Francisco Chamber of Commerce.

JIM LAZARUS: Good afternoon. I think I have the privilege of saying "welcome back," Supervisor Kopp, to your chambers. It's an inside -- as a former deputy city attorney when Supervisor Kopp -- we worked together in this room.

The San Francisco Chamber of Commerce's number one infrastructure project is California High-Speed Rail, its impact on CalTrain extension to Downtown San Francisco, and the completion of a new intermodal transit hub at First and Mission.

PH-SF17-1

The key issues that we believe must be dealt with in coming up with alignment decisions are that an alignment must bring downtown-to-downtown service, San

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Francisco to Los Angeles as a primary passenger-generating route for High-Speed Rail to be successful.

The other testimony you heard this afternoon regarding impacts on the Valley, impacts on other point-to-point travel are all well taken. But your studies show that the number one passenger-generating route will be passengers getting on and off downtown-to-downtown.

Secondly, I think you've also heard -- and I'm not going to repeat it in any great length -- the importance of routes that tie High-Speed Rail to our airport infrastructure throughout the state. Recent studies show that airport congestion -- we're not going to be able to build our way out of it in San Francisco, Oakland, San Jose, or in most of California. But we can move shifting travel to High-Speed Rail, especially those short-haul routes, getting rid of small aircraft which provide as much congestion to carry 50 passengers as a 747 does to carry 300 passengers.

PH-SF17-1 cont'd

So we need to align this system to look 50 years down the road on its impacts on reducing airport congestion.

Finally, we need to look at routes that tie infrastructure projects on transit -- whether it's

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train, bus, light rail, airlines, and transit village developments -- throughout Northern California, especially in the immediate Bay Area, as was mentioned in Redwood City, already looking forward to High-Speed Rail to extension of CalTrain service at a higher level with 2500 units, as was mentioned there, Downtown San Francisco with thousands of units in the pipeline within walking distance of an expanded and rebuilt First and Mission Transit Center.

So these alignments are going to really dictate the infrastructure, growth, and how we accommodate people in California for the next probably 100 years, as we developed water policy, education policy, and highway policy in the 1950s for the state we have today, like it or not; that's what we have.

And I think your decisions and the decisions of the voters in making these alignment decisions, making these route and station decisions are going to dictate the quality of life for another hundred years in California. So we're strongly supportive, at the Chamber, of this project. We urge you to move forward with this. We urge the Governor to maintain adequate funding for this project. And we look forward to supporting a State bond issue in 2008.

Thank you.

PH-SF17-1 cont'd

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HONORABLE QUENTIN KOPP: Thank you.

Gwynn MacKellen, Sierra Club. And then Jane Morrison and then Margaret Okuzumi.

GWYNN MacKELLEN: My name is Gwynn MacKellen. I work with the local Sierra Club.

High-Speed Rail will benefit all of California because we all share the same air. Air pollution is a very serious problem in California that hurts the poor and minorities the most. The numerous effects of climate change are also significant. As we run out of oil, it will be the poor who won't be able to afford the high gas prices.

PH-SF18-1

Cheap air flights, like cheap gasoline, cannot go on forever. We need to think very long term as we plan our State's transportation future. Expanding the highways and airports will be far more expensive than the High-Speed Rail and will have much more negative environmental and human costs.

As our population continues to grow and we reach the end of cheap oil, California must have a solution in place to move people through the state quickly, efficiently, and with the lowest environmental impact.

HONORABLE QUENTIN KOPP: Thank you very much.

Madam Reporter, are you all right?

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THE REPORTER: Yes, your Honor. Thank you.

HONORABLE QUENTIN KOPP: Well, for your information, I have six more prospective witnesses. Do you think you can stay with it?

THE REPORTER: Yes.

HONORABLE QUENTIN KOPP: Otherwise we'd take a break, Jane, but okay.

All right. Jane Morrison.

HONORABLE QUENTIN KOPP: I can't -- I have no suggestions, as long it comes -- High-Speed Rail comes to Downtown San Francisco and that it can take me to the zoo in San Diego and bring me back to San Francisco at dinner.

I'd like to thank Judge Kopp and Mr. Morshed and the staff for working hard to give us High-Speed Rail. And I'd also like to thank all of you for supporting High-Speed Rail. It's really been a terrible fight, and we may or may not win tomorrow when the Governor decides to sign the budget. But it might be good if we all called the Governor's office tonight and told him what we think of him if he's doing it for us. I will be 100 years old in 2020, and I want to ride High-Speed Rail before then. PH-SF19-1

HONORABLE QUENTIN KOPP: Thank you. Now, did you recognize Mr. Dale Champion? Of course you did.

Margaret Okuzumi from the Bay Rail Alliance.

Proceed.

MARGARET OKUZUMI: I'm Margaret Okuzumi with Bay Rail Alliance. And we've been supporting High-Speed Rail for several years. And in 2001, some of you remember, we organized a forum on High-Speed Rail. It was sponsored by the Mineta Transportation Institute and many other organizations. PH-SF20-1

As you know, we -- California needs to build it. It would cost twice as much money to expand freeways and airports to provide a proven amount of capacity, you know, money that the State certainly does not have. We certainly hope that the Governor funds High-Speed Rail.

And we applied the policies that you've been putting together to encourage more compact land use and more intense development around station areas.

We do have some concerns about the EIR and some of the modeling that is assumed. Now, in your original productions, you had found that about two thirds of the riders going to the Bay Area would be going to San Francisco and one third to San Jose. And I think that you need to ask yourselves if the function of High-Speed Rail is to provide a line-haul service to where you're having partially empty trains going between San PH-SF20-2

San Francisco Public Hearing Transcripts - Continued

Francisco and San Jose.

Why not do as the French and some other agencies do, where they split the trains. So you run the trains, and you run full trains, and people sit in certain sections of the train, depending on where you're going. And you can split them, but you can maintain the frequency. That way, you don't have to force an impact along the whole populated Peninsula, where you have all these trains running but not stopping at most places. PH-SF20-2 cont'd

And also, we're concerned that -- about future travel to Sacramento when High-Speed Rail is extended to Sacramento. There's such a significant time difference. I mean, 40 to 45 minutes between San Francisco and Sacramento with the two alignments. Also to the number of kilometers of track that are indicated in your EIR is about double with the Pacheco route versus Altamont.

We believe San Jose would be perceived to be a much more significant city if it were an end point for High-Speed Rail. Considered from the perspective of the traveler, you arrive at the station; there is a train waiting for you that's empty, or there's train waiting so that you can arrive a little bit ahead of time and -- instead of having to jump onto a train that is mostly full and stopped for 30 seconds in San Jose or whatever, we frankly don't understand why San Jose is trying so

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hard to be a stop on the way to San Francisco.

The population is much greater in the San Joaquin Valley in terms of the corridor versus the Los Banos corridor. The top two congested corridors that MTC found in its most recent highway study was in the 580 corridor, 580 westbound in the morning and eastbound in the afternoon. And that was the top two out of the ten -- top ten corridors, whereas this time around, none of the South Bay corridors made it into the top ten. PH-SF20-2 cont'd

We would like to see High-Speed Rail make a direct stop at the San Jose Airport terminals rather than at a station where it would be -- people would have to transfer to a peoplemover.

And so we think that, you know, the modeling assumptions need to be examined. We're frankly quite surprised that you didn't find a greater difference between the Altamont and Pacheco ridership. And I think your modeling assumptions are a reason for that.

And also, you know, our mission as a rail group is we would like to facilitate the development of a whole Bay Area rail network, regional rail network. And the Altamont route would enable a dramatic improvement that, you know -- ACE might be able to share tracks and really help facilitate the whole completion of a regional network and given the population also in all

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the corridors and, you know, perhaps facilitate Dumbarton Rail and so forth. So at this point, we are supporting the Altamont route, and we continue to scrutinize the EIR. Thank you. PH-SF20-2 cont'd

HONORABLE QUENTIN KOPP: Thank you, Ms. Okuzumi.

Next, the Mayor of the City and County of San Francisco, the Honorable Gavin Newsom.

MAYOR GAVIN NEWSOM: Thank you, members of the Authority. I appreciate very much you being here in San Francisco. And thank you for your leadership and stewardship of this process. It's a little over a decade in the making formally and decades informally in the making.

I've got to say, part of me wants to sit here and give perfunctory remarks, talk about the importance of Pacheco Pass, making sure the terminus ends at our new Transbay Terminal, our beautiful new intermodal center that we're committed to advancing here in the City. All that goes without saying. PH-SF21-1

But what I want to reinforce is I am a little concerned about what's going on with this project because I'm not sensing that there's the kind of imperative in leadership, with the exception of those in this room here today and a few others, that's necessary to deliver this project. And I'm befuddled by that.

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I'm absolutely confused by that. I'm concerned about that.

And I'm mesmerized that folks can come up here and talk about, "Well, we just need more cars, more highways. We need more congestion, more pollution and more airport runways," or make the argument circularly, saying, "We need other things," as if that will somehow happen and then the idea will be advanced in spite of the fact, when Jane's a hundred years old in 2020, we're not going to have 33 million people living in this state; we're going to have 45 million people. And they're going to be doing what? They're going to be going where? And how are they going to get there? I'm just dumfounded. PH-SF21-1 cont'd

I mean, this is a debate we're having in the State of California, the leader in so many areas. And we're still arguing over it. And we're arguing over a pittance of money. I'm embarrassed that we're sitting here worried about the Governor lining out $15 million. That's embarrassing. $47 million dollars in a state budget -- how many hundreds of billions of dollars have we spent? We get 47 million cumulative in the last decade for this effort?

I'm not -- I can't even tell you where we spent $47 million. I'll give you 300 examples in San

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Francisco for things that pale in terms of the significance to the High-Speed Rail. We're talking about hundreds of thousands of jobs, not just during the construction period but hundreds of thousands of jobs afterwards. We're talking about one of the great public works projects -- you could take it from that perspective -- in our nation's history.

You want get serious about the environment? Give me a break. I could sit here and tell you, "We do more on solar. We do a little bit here on alternative fuel vehicles, a little hybrid here." It's a joke.

PH-SF21-1 cont'd

You want to get serious, get serious about public transportation. You want to get serious, get serious about getting people out of their cars and give them a positive alternative.

No, it's not the tyranny of "or," of, "Well, we have to do this or we can't do that." You can do both. It's the proverbial genius event. People still use planes; people still use cars, of course. You've got to give them a positive alternative. And I believe it will compete and out-compete.

I think there's a reason -- you know, airlines, if they feel really threatened, I assure you, they're going to be up here spending plenty of money to beat this. Right now, they're not so threatened because they

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don't see much leadership. And in an era where leadership comes and goes, people are termed out, they have not much to fear, frankly.

With the exception of folks like yourselves, who are saying, "Jesus, I'm living in a parallel universe." All the rhetoric about the environment, all the rhetoric about intermodal transportation, all the rhetoric about in-fill development, smart growth, all that rhetoric -- and here we have the chance to do what other countries have demonstrated uncontrovertibly is the way to go -- all the evidence in the world -- and we say, "Oh, I'm not so sure. Maybe we'll give you a few million dollars just to keep your lights on."

PH-SF21-1 cont'd

I'm serious; I'm just dumfounded. So I guess I'll some responsibility as mayor. I've got to get more forceful on this. But I've always felt, well, why -- you know, I'm just a mayor. And you've got all those legislators, you've got all those statewide folks. And you know, with a couple of exceptions -- thank you, Fiona Ma and a few others -- I'm not sensing that anyone's really getting this.

So we'll work hard with Nancy Pelosi to start getting this. We'll work hard with Diane Feinstein and Senator Boxer. This is a big deal. This is a huge deal. And our grandkids are going to look back, and

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they're just going to be befuddled that we were still arguing it and we never delivered on this promise.

So I guess my point to you is, keep it up. Thank you for being here. We'll keep fighting for you. And I believe in this. And I guess I'm -- you know, as Mayor, I kind of forget often that I'm the mayor. I'm just a guy who lives here -- I'm going to do what I can. Hopefully I'll be here in the next four years to really step this up.

And you know, if we have to shame folks into doing the right thing, that's what we'll do. But I'm not going to sit here and listen to people I admire on some hand telling me it's a terrible thing and talk about this somehow hurting poor people. I'm dumfounded by that. I'm really concerned about that, actually. That's really, frankly, what got me off my chair in my office a minute ago and ran down here. It should be -- this is the exact opposite of what I was expecting to hear from my friends at Greenlining and others. We need to sit down with them and explain this a little bit differently.

But we've got to fight for this. And I, again, just want to thank you all for your leadership and encourage you again to get that terminus into the new Transbay Terminal we're building. Thank you again.

PH-SF21-1 cont'd

HONORABLE QUENTIN KOPP: Thank you very much, Mayor.

Yu Hanakura and then John Diamante and then Will Spargur. And then the last person will be Richard Mlynarick.

YU HANAKURA: Hello everybody. I currently live in San Francisco, but I original born in Japan, right near by the high-speed rail track in Japan. I know how noisy it is. But let me tell you about three things.

One, please discuss about alternative which track even finish before -- even far before San Francisco, because what's important is to get the High-Speed Rail built, not to reach San Francisco. I have two reasons why. One, by ending the High-Speed Rail track even before San Francisco, you can cut the -- you can use the cost and shorten the construction period. And that's actually happened in Korea. In Korea, high-speed rail system end even before Seoul, like, the primary station in the capital of the country.

And second reason, in the urbanized area, high-speed train can't get the top speed. Like in Tokyo, every single high-speed rail line terminating in Tokyo slows down when the train is entering the greater Tokyo area. And sometimes high-speed rail is slower than local commuter trains in some sections.

PH-SF22-1

San Francisco Public Hearing Transcripts - Continued

1 And I heard once CalTrain tested nonstop
2 service between San Francisco and San Jose. And the
3 train -- that's 41 minutes, 41 minutes by heavy diesel
4 train pulled by 3600-horse powered diesel engine. And
5 in today's Wall Street Journal Marketplace, it says that
6 Amtrak is getting more passengers on the East Coast
7 corridor because even with, like, slow Acela express
8 service between Boston, New York, and Washington, D.C., PH-SF22-1 cont'd
9 passengers get -- sorry, I lose the word.
10 Anyway, as long as the train connects in an
11 area in San Francisco or near the destination and train
12 runs reasonably fast compared to other travel, more
13 passengers are going to choose High-Speed Rail for sure.
14 That's what this article says in Wall Street Journal in
15 the Marketplace section today.
16 And the second thing is, please discuss about
17 the impact --
18 Bless you; gesundheit.
19 Please discuss about the impact on the existing
20 passenger rail service in California, especially in the
21 urban areas because I don't see any section in the EIR
22 talking about this issue. Because, for example, PH-SF22-2
23 CalTrain is lining up to capacity, and it will be at
24 capacity in the future, maybe 20 years or -- 20 years,
25 especially during peak hours. And there is no room

1 for -- I don't think there is a room for lining on
2 high-speed train during commuter hours.
3 Although you guys built an extra two -- the
4 double-track corridor between San Jose and San
5 Francisco, low-speed conventional commuter rail service
6 and the high-speed rail trains can't coexist upon the
7 same track because of the different acceleration and the PH-SF22-2 cont'd
8 different top speed and the different stopping pattern.
9 And if the commuter service is to be used on
10 the CalTrain corridor just for -- just to add the
11 high-speed train service during the peak hour, commuter
12 are going to choose the other alternative, which is
13 driving, and it can increase traffic volume.
14 That's about it. Thank you.
15 HONORABLE QUENTIN KOPP: Thank you.
16 Mr. Diamante.
17 JOHN DIAMANTE: Thank you, Judge.
18 Good afternoon, all.
19 I just want to say thank you for your efforts, PH-SF23-1
20 and we, the benefitees, must expand and amplify the
21 California High-Speed Rail statewide constituency.
22 So, the best California High-Speed Rail system
23 sooner.
24 Thanks.
25 HONORABLE QUENTIN KOPP: Thank you.

San Francisco Public Hearing Transcripts - Continued

Mr. Spargur.

WILL SPARGUR: Thank you, Judge. I'm Will Spargur, and I'm a construction engineer.

And I used to work at San Francisco International Airport. And one of the things that bothered me the most about working there -- and this is before the BART extension actually went down to the airport -- is that I'd have to take -- let me back up.

I live in Oakland, California, so I'm traveling from Oakland to SFO. And I'd have to take BART down to Colma and then switch to a bus and take a bus to the airport. And you can imagine how long that -- and on days when it was raining, the bus would not be coordinated with the train, so it would even take that much longer.

And the reason I bring this up is because I would like to say a couple of words in favor of bringing the High-Speed Rail directly to Downtown San Francisco as opposed to first going to Oakland or using Fourth and King as the terminus. And part of that is because Downtown Oakland is the only place in the Bay Area that has a highly developed regional transit hub where you do not see that in Oakland [sic], or you don't see that especially at Fourth and King. If you got off at Fourth and King, you -- let's say if you were going to Marin,

PH-SF24-1

you'd want to take Golden Gate Transit, you would need to transfer to Muni or take a cab to Downtown San Francisco and then catch the bus from there.

And the same thing if you're in Oakland. I guess either it would stop at 12th Street -- or there's other Downtown Oakland locations. But it's not really -- Downtown Oakland is not really developed to handle -- once passengers get into Downtown Oakland, you don't have the infrastructure to get them to their actual destinations because Downtown Oakland is most likely not going to be one of their destinations. They're going to use that as a jumping-off point to get to wherever they're going.

PH-SF24-1 cont'd

So that's basically the gist of what I wanted to say is that it should come into Downtown San Francisco because that provides the most widely developed transit hub in the Bay Area, if your plan is to get people to their destinations once they get into the Bay Area.

HONORABLE QUENTIN KOPP: Thank you, Mr. Spargur.

Mr. Mlynarick.

RICHARD MLYNARICK: Good afternoon, Judge Kopp, Mr. Diridon and others. Thank you for your patience this afternoon.

PH-SF25-1

As an engineer, one thing I would like to say

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1 about this entire process is that if -- and you could
2 only hope that the High-Speed Rail comes to California,
3 for the good of the world, actually -- if that would
4 happen, we only get one shot at doing this correctly.
5 With the best will in the world, there isn't infinite
6 money. We have to use the money we have as wisely as
7 possible. In particular for the High-Speed Rail line,
8 we're going to have a huge amount of bonding in order to
9 construct this. We're probably going to have private
10 contributions.
11 All of this means that every second that the
12 trains are sitting there or the tracks are sitting
13 there, they're depreciating. So it's really important
14 that, whatever we do, we PS24-1 cont'd eve maximum utility of the
15 assets, maximum public return on our investment, and
16 maximum return on private investments.
17 So from that point of view, as well as points
18 I'll go into later, I think the Altamont route into the
19 Bay Area is by far the best route for Northern
20 California and for California as a whole and for a
21 number of reasons.
22 The first point is that a high-speed rail line
23 constructed at a cost of tens of millions of dollars a
24 mile has a lot of capacity. Given some discipline, one
25 can shove nearly 15 to 20 trains per direction per hour

PH-SF25-1 cont'd

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1 along that line. But the question is, what happens when
2 they get to stations? What happens when they get to the
3 Transbay Terminal? There is no way that you can send 20
4 trains, 15 trains an hour into a dead-end and reverse
5 them back out.
6 So the thing to understand about operations of
7 rail in general and the High-Speed Rail in particular in
8 Northern California is that you have a lot more capacity
9 getting into the Bay Area than we can deal with at any
10 one location.
11 So points that have been made as to, "Oh, we're
12 going to have a terrible problem if we have to have this
13 split service," is actually inevitable because
14 otherwise, we're going to have tracks which are unused
15 because we can't run enough trains into the terminals.
16 So in fact, a split between major termini in
17 the Bay Area is going to be required and will actually
18 maximize the public's use of this investment.
19 If you look at, for example, the San Jose
20 downtown, CalTrain has plans to run between eight and
21 ten trains an hour into that terminal. You've got the
22 Amtrak long distance, Capitol corridor. There will be
23 Gilroy to San Jose trains that terminate there with the
24 CalTrain being the main shuttle service further up the
25 corridor.

PH-SF25-1 cont'd

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San Francisco Public Hearing Transcripts - Continued

So mixing that in with every single high-speed train coming through that station is going to result in a lot of expensive infrastructure needed to accommodate this, which may not be necessary; not everybody wants to go to San Jose. Likewise in San Francisco, we have a six-track terminus at the Transbay Terminal, and we're trying to shove maybe ten CalTrans an hour in there. And then we try to put four or six high-speed trains an hour -- this is just a number that's not going to fit.

So I think there's a huge operational advantage if we can segregate the people who don't want to go to San Francisco, they can go to San Jose. People who don't want to go to San Jose can go to San Francisco.

PH-SF25-1 cont'd

Another point is that, along the CalTrain line, basically every high-speed train that runs between San Jose and San Francisco, if we chose the Pacheco alignment, takes away the opportunity to ride the CalTrain's express train. CalTrain has basically made all of its ridership improvements -- I think it's gone up 30 percent in the last few years -- through the people who ride those long-distance express trains.

But there's an inherent conflict that if you have -- there's a high-speed train and a high-speed express train. There's only so many you can put on one track at one time.

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Fundamentally, we have a choice about whether to spend a lot of money in a very urban area between San Jose and San Francisco with horrific NIMBY mitigation to allow more trains to run, or whether it would be more cost-effective for the state as a whole to perhaps spend that money in the Livermore Valley, where there's a growing population, but it's nowhere like the San Francisco Peninsula.

My next point is that the Altamont route serves entire markets for the entire Bay Area that are just not touched by the Pacheco route -- like the Tri-Valley area, Livermore area, San Ramon, Bishop Ranch. These are all important business centers, important residential centers of the Bay Area which will receive high-quality service both inter-regional and statewide from an Altamont route which are not touched. In contrast, if we look at routing through the Pacheco Pass, we gain service to Los Banos.

PH-SF25-1 cont'd

Another point I'd like to make is that the Altamont route is the only route that provides any service, any effective service between the Bay Area and Sacramento. If we were to build the Pacheco route, we're basically saying High-Speed Rail will just not serve that market, that the Bay Area to Sacramento is something we'll keep chugging along up the Capitol

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San Francisco Public Hearing Transcripts - Continued

1 corridor at 50 miles an hour indefinitely.
2 So I'll make comments in writing, but to
3 summarize, I'd say that our job -- your job -- our job
4 as advocates, yours as responsible stewards -- is to
5 maximize return on investment with our political and our
6 fiscal capital. It's to serve all of California as well
7 as possible. It's to maximize the round network of
8 Northern California because many trains can serve -- can
9 use these tracks. We have to make sure that there's as
10 many trains as possible running and the tracks aren't
11 sitting empty.
12 We need to maximize the utility of stations and
13 not -- it's basically infinitely expensive to double
14 what's already an infinitely expensive Transbay
15 Terminal. So there's only so many trains that are going
16 to go there. We should make sure it's not too many.
17 And the last point is, we need to serve as many
18 people in California as possible. And I believe that
19 running through the Altamont Pass will serve as many
20 people in Northern California as possible.
21 Thank you.
22 HONORABLE QUENTIN KOPP: Thank you.
23 And the last speaker, Colette Crutcher, Sierra
24 Club.
25 COLETTE CRUTCHER: Hello. My name is Colette

PH-SF25-1 cont'd

PH-SF26-1

1 Crutcher. I'm a volunteer with the Sierra Club.
2 Sorry.
3 Is that better?
4 I'm a volunteer with the Sierra Club. I'm not
5 really representing the Sierra Club. I'm just here as a
6 citizen. I can't add a lot to what's been said in favor
7 of High-Speed Rail except that I grew up in Europe and
8 on the East Coast, where trains are used much more than
9 down here. I was just back East visiting recently and
10 traveling on a train. And it wasn't a high-speed train.
11 I wish it had been. But even so, going downtown to
12 downtown was such a huge time saver, avoiding the
13 airport, the security checks, all that stuff that you
14 have to go through; you have to add on about three hours
15 in advance of your departure when you're flying.
16 And train travel is psychologically so much
17 more pleasant. It's so low stress. You can get work
18 done. You can relax. You -- I think it would really
19 improve the quality of life in urban areas if we use
20 trains more.
21 Thank you.
22 HONORABLE QUENTIN KOPP: Thank you.
23 Well, I thank everybody for their time and
24 their attention. And we will now close this public
25 hearing. Tomorrow we will be meeting, as stated, in

PH-SF26-1 cont'd

San Francisco Public Hearing Transcripts - Continued

City Hall in San Jose for the second such public hearing of public comment on the Draft EIR/EIS Bay Area to Central Valley.

And I express appreciation on behalf of the Authority, for those who have displayed not simply the interest in terms of commentary on the Draft EIR/EIS, but also in terms of the aspiration of the members of the Authority, the staff, and I think most Californians, to insure implementation of 200-mile-per-hour or higher-speed trains in California, soon, in this century.

This public hearing is concluded.

I'll add to my previous announcement that the staff, the California High-Speed Rail Authority, will remain in this room until 6:00 p.m. in the event others want to discuss or comment to them on the Draft EIR/EIS.

(Whereupon, the proceedings concluded at 5:51 o'clock p.m.)

STATE OF CALIFORNIA)
) ss.
COUNTY OF MARIN)

I, DEBORAH FUQUA, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing proceeding and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 11th day of September, 2007.

DEBORAH FUQUA
CSR NO. 12948

Response to San Francisco Public Hearing (San Francisco – August 23, 2007)

PH-SF1-1

The California High-Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) appreciate the welcome to the City of San Francisco and the use of its facilities. The purpose of and need for the HST system are provided in Chapter 1.

PH-SF1-2

The Preferred Alternative identified in this Final Program Environmental Impact Report/Environmental Impact Statement (Final Program EIR/EIS) is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center, consistent with this comment. Please see Standard Response 3 and Chapter 8. The Authority and FRA are aware of the San Francisco voters' and City/County's support for funding of the Transbay Transit Center.

PH-SF1-3

The purpose of and need for the HST system are provided in Chapter 1. Population and employment growth, airport expansion constraints, and reduction in air emissions are among the reasons. The Authority's land use policies are provided in Chapter 6.

PH-SF2-1

The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center, consistent with this comment. Please see Standard Response 3 and Chapter 8. The Authority and FRA are aware of the funding for the Transbay Transit Center provided in San Francisco's Measure K and in Regional Measure 2. The Authority and FRA appreciate the efforts of the Transbay Joint Powers Authority (TJPA)to make the proposed Caltrain Extension compatible with the proposed HST system.

PH-SF2-2

The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center. Please see Standard Response 3 and Chapter 8. The reasons provided for the Transbay Transit Center terminus were among the reasons for it being identified as the terminus for the Preferred Alternative.

PH-SF3-1

Please see Response to Comments L014-1 and L014-2. The Authority and FRA note that train riders will be able to board Caltrain at a local station and transfer to the HST system at San Francisco, Millbrae, Redwood City or Palo Alto, or San Jose.

PH-SF4-1

The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with shared use along the Caltrain Corridor and a station along the peninsula either in Palo Alto or Redwood City. The Authority and FRA appreciate the efforts to make the Caltrain system compatible with the HST system.

The purpose of and need for the HST system are provided in Chapter 1, including constraints to airport expansion in the state.

PH-SF5-1

Californians of all income levels currently make intercity trips throughout the state using the airlines or highway system. The HST system would provide a more environmentally friendly option for all travelers making those trips and would reduce the need to expand our highway and airport system at a much higher cost that the HST system.

PH-SF5-2

The Authority and FRA have found that the costs for providing the HST system are well below the cost of and would result in fewer

environmental impacts than the provision of equivalent intercity travel capacity by expanding our airports or highways. The Authority and FRA also recognize that there are major constraints to expanding the State's airports or highways. Please see Response to Comment I003-3. The Authority is charged with the responsibility of cost control and takes this responsibility seriously.

PH-SF5-3

Please see Response to Comment PH-SF5-2. The HST system is highly energy efficient, and the Authority and FRA have found that the HST system will be cost competitive, particularly given the cost of fuel today for both the automobile and the airlines. The current ridership forecasts for the HST assumed a cost per gallon of gasoline of $2.87, which is below the gasoline prices being experienced in California today. The HST ridership forecasts may therefore be conservative. Additionally, in some cases today, the cost of fuel for the airlines has become the number one cost component of air travel, exceeding labor costs. Please note that the HST systems in Europe and Asia have proven this mode of travel to be cost-effective, producing revenues that exceed operating costs. The Authority and FRA contend that the HST system will provide a cost-effective, environmentally friendly alternative to air and auto travel, as the ridership forecasts indicate.

PH-SF5-4

Demand for intercity travel is not limited to the wealthy, and the HST system will provide a cost-competitive, environmentally friendly alternative mode for anyone in the state wishing to make such a trip for whatever purpose. The HST system would connect major urban areas across the state, providing a travel option for all income levels and ethnic groups in those urban areas. The Authority and FRA note that the purpose of the HST system is to provide a new mode of travel at less cost and with fewer environmental impacts than expansion of airports and highways, while providing greater capacity and mobility. The State of California will continue to face questions as to the amount and type of transportation infrastructure spending to support. Please see Response to Comment I003-3.

PH-SF6-1

The Authority and FRA agree that ridership in the San Joaquin Valley will play an important role in the success of the proposed HST system. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative, and the proposed HST service in the valley.

Please also note that, consistent with the current statewide bond measure for 2008, the Authority Board has selected as its first phase the line from Anaheim to the Bay Area and has stated its intent to subsequently add service to both Sacramento and San Diego. The first phase of the 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.

Moreover, the Authority is currently working with regional stakeholders to review priorities and possible funding options for improvements to commuter rail services in the Altamont Corridor.

PH-SF7-1

The Authority and FRA appreciate the offer to work on the design of HST facilities.

PH-SF7-2

The Authority and FRA note that the HST system will produce jobs and is intended to improve the state's mobility and economy. Please see Chapter 6 regarding the Authority's land use policies around stations. Overall, the authority is highly supportive of multi-modal facilities with associated transit-oriented development in the station area, which has been accomplished for many of the European HST stations.

PH-SF7-3

The proposed HST stations have been located in the urban areas, mostly within cultural centers of cities. The HST stations are being

planned to connect to other modes of transit. Refer to Chapter 6 regarding station area planning.

PH-SF8-1

Pacheco Pass is identified in the Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3 and Chapter 8. Please also see Response to Comment Letter O006 (from TRANSDEF) and Letter O007 (representing TRANSDEF).

PH-SF8-2

Please see Response to Comment W076-4. Please also see Standard Response 3 and Chapter 8 regarding provision of commuter rail services along the Altamont Corridor.

PH-SF9-1

Please see Chapter 6 regarding the Authority's land use policies around stations. Overall, the Authority is highly supportive of multi-modal facilities with associated transit-oriented development in the station area. The Authority and FRA do not agree that the HST would be inequitable. Rather, the HST system is intended to offer a cost-efficient, environmentally friendly alternative to other modes of travel for intercity trips, which are taken by any income or ethnic group. Please see Standard Response 4 regarding growth, and see Chapter 6 regarding station area development and smart growth policies. Please see Response to Comment PH-SF5-4. The Authority and FRA agree that expansion of transit options within urban areas is critical, but such expansion does not respond to the capacity issues associated with the ever-increasing demand for intercity travel, which is the primary purpose of the HST system.

PH-SF10-1

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

PH-SF10-2

Please see Standard Response 3 regarding the disadvantages of sending trains in two directions for an Altamont Alternative serving San Jose and San Francisco. The Authority and FRA understand the importance of intermediate stops between major urban areas (e.g., the San Joaquin Valley) and the provision of options to intercity travel, which are limited today. The Preferred Alternative identified in this Final Program EIR/EIS includes service to the city centers in the major urban areas and in the Central Valley.

PH-SF10-3

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

PH-SF11-1

The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center, consistent with this comment. Please see Standard Response 3.

PH-SF12-1

The Authority and FRA appreciate Mr. Haas's support for high-speed rail.

PH-SF12-2

Providing an option to the capacity-constrained air system is a stated purpose of the HST system. Please see Chapter 1. The Preferred Alternative identified in this Final Program EIR/EIS includes a San Francisco International Airport (SFO) station at Millbrae, which is viewed by the Authority and FRA as an important intermodal connection.

The Authority and FRA understand the importance of intermediate stops between major urban areas (e.g., the San Joaquin Valley) and the provision of options to intercity travel, which are limited today. The Preferred Alternative identified in this Final Program EIR/EIS

includes service to the city centers in the major urban areas and in the Central Valley.

PH-SF12-3

The Preferred Alternative identified in this Final Program EIR/EIS includes the Transbay Transit Center as the northern Bay Area terminus for the HST system.

PH-SF12-4

The Preferred Alternative identified in this Final Program EIR/EIS also includes an SFO station at Millbrae, which is viewed by the Authority and FRA as an important intermodal connection for inter-state, intra-state, and international travelers.

PH-SF13-1

Please see Response to Comment L029-92.

PH-SF14-1

Please see Response to Comment Letter I012.

PH-SF15-1

Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative, in part due to the reasons provided by the commenter. Please see Standard Response 3.

PH-SF16-1

Please see Response to Comment L034-1 from the California Partnership for the San Joaquin Valley.

Federal participation in the HST system funding is viewed as a critical part of the funding plan for the proposed HST system.

Please see Chapter 6 for the Authority's policies regarding station area land use and transit oriented development.

In response to public requests, the Authority and FRA added two additional public hearings in Stockton and Sacramento on the Draft Program EIR/EIS.

PH-SF17-1

The Authority and FRA appreciate the San Francisco Chamber of Commerce's support for the HST system. Please see Response to Comment PH-SF12-4 regarding the HST station at SFO. The Preferred Alternative identified in this Final Program EIR/EIS would also provide service to the Mineta San Jose International Airport via the San Jose HST station. Please see Response to Comment L019-8 regarding the importance of intermodal connectivity at the HST stations. Please see Response to Comment PH-SF4-1 regarding Redwood City.

PH-SF18-1

Comment noted. Chapter 1 provides the purpose of and need for an HST system. Please also see Response to Comment I003-3.

PH-SF19-1

The Authority and FRA appreciate Ms. Morrison's support for the HST system. The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center, consistent with this comment. Please see Standard Response 3.

PH-SF20-1

The Authority and FRA appreciate Ms. Okuzumi's and the Bay Rail Alliance's support for the HST system in California. Please also see Response to Comment Letter O007 (representing Bay Rail Alliance).

PH-SF20-2

Please also see Response to Comment O007-50. Please also see Standard Response 3 and Chapter 8 regarding identification of the Pacheco Pass as the Preferred Alternative.

Please see Response to Comment I029-2 for a discussion of the systemwide ridership and revenue effects of travel time differences in the Bay Area to Sacramento corridor.

Please see Response to Comment PH-O9-3 for a discussion of the importance of seat availability for ridership and revenue potential.

Please see Response to Comment L035-2 for a discussion of relative access to population centers in the San Joaquin Valley provided by Altamont and Pacheco alternatives.

The San Jose airport was considered as a stop on the Pacheco Pass alternative, but it was part of an alignment that was eliminated from consideration due to other issues. Background on the evaluation of alignment alternatives that were eliminated from consideration is provided in the technical Appendix 2-G.

Please see Response to Comment L035-2 for a discussion of factors that underlie differences in ridership and revenue-generation potential between Altamont Pass and Pacheco Pass alternatives. The methodology and assumptions in the ridership and revenue model are reasonable and do not require further examination.

Preference for the Altamont Pass network alternatives is noted.

Please see Response to Comment O007-50 regarding train splitting. Please note that for the ridership projection for the Altamont Alternative serving San Francisco and San Jose, it was assumed that one-third of the HS trains would serve San Jose and two-thirds would serve San Francisco. Please see Standard Response 3 and Chapter 8 regarding the identification of the Pacheco Pass as the Preferred Alternative in this Final Program EIR/EIS. As noted in Appendix 2-G, a station at the Mineta San Jose International Airport was withdrawn from consideration by the Authority for the reasons stated.

PH-SF21-1

Consistent with Mayor Newsom's comments, the purpose of and need for a HST system is described in Chapter 1. The Authority and FRA appreciate Mayor Newsom's support for the California HST system.

PH-SF22-1

The purpose of the HST system is defined in Chapter 1 of the Draft Program EIR/EIS as follows: The purpose of the Bay Area HST is to provide a reliable HST system that links the major Bay Area cities to the Central Valley, Sacramento, and Southern California, and that delivers predictable and consistent travel times. Further objectives are to provide interfaces between the HST system and major commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system in a manner sensitive to and protective of the Bay Area to Central Valley region's and California's unique natural resources.

Chapter 1 of the Draft Program EIR/EIS also outlines the objectives that the Authority has adopted, including, "maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways" and states that the Authority's statutory mandate is to plan, build, and operate a HST system that is "coordinated with the state's existing transportation network, particularly intercity rail and bus lines, commuter rail lines, urban rail transit lines, highways, and airports."

The 21 network alternatives were described in the Draft Program EIR/EIS to present information about overall effects of combinations of HST alignment alternatives and station location options to implement the HST system in the study region. The 21 Network Alternatives fell among the three basic approaches for linking the Bay Area and Central Valley: Altamont Pass (11 network alternatives), Pacheco Pass (six network alternatives), and Pacheco Pass with Altamont Pass (local service) (four network alternatives). The network alternatives presented vary in the degree they serve urban areas/centers and international airports. All but one would provide direct HST services to (i.e., include a HST station in) one and up to three of the major urban centers in the Bay Area—San Francisco, San Jose, and Oakland. Some of the network alternatives would provide service to one or more of the three Bay Area international airports at San Francisco, Oakland, and San Jose. Connectivity and enhancement of other transit systems (e.g., Altamont Commuter Express [ACE], Caltrain, Capitol Corridor, Bay Area Rapid Transit [BART], and Valley Transportation Authority) also varies greatly among the network alternatives.

Overall, implementing the HST system would greatly increase the capacity for intercity and commuter travel and reduce existing automobile traffic in specific travel corridors. Full grade-separation

along Bay Area rail corridors used by the HST would improve local traffic flow and reduce air pollution at existing rail crossings. The more extensive the HST system implemented in the Bay Area, the greater the travel condition benefits, including increased connectivity to other transit systems, increased convenience, increased reliability, and improved travel times. In particular, more direct connections to the region's airports provide increased connectivity for air transportation system riders.

Recognizing the benefits described above, as well as other attributes, the Cities of San Francisco, Oakland, and San Jose strongly support direct HST service to their respective downtowns. This support was expressed as comments on the Draft Program EIR/EIS and is consistent with comments/input provided by these cities over the 10 years since the Authority was created. MTC, the regional government for the Bay Area, supports direct HST service to the downtowns of each of these three major Bay Area urban centers.

A number of network alternatives clearly do not meet the purpose and need for the HST system. The Altamont Pass network alternative that terminates in Union City fails since it does not provide direct HST service to San Francisco, Oakland, or San Jose (the major Bay Area cities), nor does it provide interface with the major commercial airports. Also failing are a Pacheco Pass network alternative that terminates in San Jose and three Altamont Pass network alternatives that serve only one of the three major urban areas/centers. These four alternatives directly provide HST service to, at most, only one major Bay Area city and one of the region's major commercial airports.

The City and County of San Francisco, San Francisco County Transportation Authority, Peninsula Corridor (Caltrain) Joint Powers Board (JPB), San Mateo County Transit District (SamTrans), San Mateo County Transportation Authority (TA), City of Gilroy, City of Redwood City, County of Monterey, and City of Morgan Hill support HST to San Francisco via San Jose and the San Francisco Peninsula (Caltrain Corridor)—the staff-recommended alternative. The MTC recommends use of the Pacheco Pass via the San Francisco Peninsula "as the main HSR express line between Northern and Southern California," but their recommendation also includes a new transbay tube to bring direct service to Oakland. MTC recommends that the first step in implementing HST in northern California and the Bay Area is "investment in the Peninsula trackage with regional and high-speed rail funding can make this corridor high-speed rail ready," noting that Caltrain intends to use lightweight electrified trains that would be compatible with HST equipment.

The Authority has adopted a phasing strategy that sets forth priority segments for early-on construction and operation. The strategy takes into consideration the cost, ridership, and revenue and is based on the following factors: "(1) early utilization of some segments, (2) some degree of local and regional participation in the early construction and funding, and (3) serving many regions, (4) significant operating surplus to include a private partner in the construction and operation, (5) development of a high-speed segment of around 100 miles, for building, testing, and commissioning the high-speed trainsets, equipment and system, and (6) completion in less than 10 years from today."

The phasing strategy proposed the first phase to be Anaheim to Los Angeles to Merced to the San Francisco Bay area, which is consistent with the Authority's stated objectives of connecting the major metropolitan areas, while serving the fastest growing region—the Central Valley.

PH-SF22-2

The Preferred Pacheco Pass Alternative is strongly supported by the Caltrain, which views the HST service as a major improvement to overall rail service in the Caltrain Corridor with the development of a fully grade-separated, electrified, four-track system. The HST system is viewed as an adjunct to the Caltrain service—a fully supportive and complementary service.

PH-SF23-1

Comment acknowledged.

PH-SF24-1

The Preferred Alternative identified in this Final Program EIR/EIS is the Pacheco Pass with a terminus in San Francisco at the Transbay Transit Center, consistent with this comment. Please see Standard Response 3 and Chapter 8.

PH-SF25-1

The Authority and FRA understand its responsibility to approve the best possible HST system and use public and private funding expeditiously. Pacheco Pass is identified in this Final Program EIR/EIS as the Preferred Alternative. Please see Standard Response 3. Please also see Section 7.3-1, Bay Area to Central Valley Station Options.

PH-SF26-1

The Preferred Alterative included in this Final Program EIR/EIS includes downtown stations, consistent with this comment.

Comment Letter PH-SF27 (John Diamante, August 23, 2007)

PH-SF27

FLY CALIFORNIA Without ever leaving the ground.

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

COMMENT SHEET

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.cahighspeedrail.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): JOHN DIAMANTE
Title (if applicable): ORGANIZER, * FRIENDS OF THE RWY / NWP INFO PROJECT
Organization/Business (if applicable): THRESHOLD INIT'L CTR FOR ENVIRONMENTAL RENEWAL
Address: 41 SUTTER ST. PMB 1009
City: SF State: CA Zip: 94104
Phone: 415.392 3161 Fax: CALL FIRST
Email: DECLINE - RECV'D T.R.A.C. BULLETINS, N.A.R.P., ETC.
Meeting Date: AUG 23, '07 Meeting Location: SF CITY HALL

* NWP (SMART · NCRA) SERVICE AREA: SF, MARIN, NAPA, SOLANO, SONOMA, MENDOCINO, HUMBOLDT (BAY) [VIA VALLEJO, (PORT SONOMA), LARKSPUR FERRIES] (LAKE) (TRINITY, DEL NORTE)

COMMENTS:

Thank you for your efforts.
We, the beneficiaries, must expand and amplify the CHSR statewide constituency.
Best California High Speed Rail system possible!
JD 8/23/07 PH-SF27-1

** Simple, 21st-century "window music"!

** – CHRISTOPHER SWAN

U.S. Department of Transportation Federal Railroad Administration

Same as recorded/spoken testimony DS 8/23/07

Response to Letter PH-SF27 (John Diamante, August 23, 2007)

PH-SF27-1

Comment acknowledged.

Public Hearings Comments

San Jose

San Jose Public Hearing Transcripts, August 24, 2007

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

SAN JOSE CITY HALL, CITY COUNCIL CHAMBERS

200 EAST SANTA CLARA STREET, SECOND FLOOR

SAN JOSE, CALIFORNIA

FRIDAY, AUGUST 24, 2007 - 4:00 O'CLOCK P.M.

---oOo---

REPORTED BY: MARY P. RADOCY, CSR #3355

A P P E A R A N C E S

CHAIRMAN OF THE BOARD:

HONORABLE QUENTIN KOPP
California High-Speed Rail Authority

HONORABLE RON DIRIDON
California High-Speed Rail Authority

MEHDI MORSHED, Executive Director
California High-Speed Authority

DAVID WELLESTEIN
Federal Railroad Administration

San Jose Public Hearing Transcripts – Continued

PUBLIC SPEAKERS

(IN ORDER OF APPEARANCE).

Chuck Reed, Mayor, City of San Jose PH-SJ1

Zoe Lofgren, US Congress PH-SJ2

Jim Beall, California State Assembly PH-SJ3

Carl Guardino, Silicon Valley Leadership Group PH-SJ4

Kris Wang, Mayor, City of Cupertino PH-SJ5

Pat Dando, President, San Jose, Silicon Valley Chamber of Commerce PH-SJ6

Barbara Pierce, Mayor, Redwood City PH-SJ7

Greg Sellers, Vice Mayor, City of Morgan Hill, Valley Transportation Authority PH-SJ8

Dean Chu, Council Member, City of Sunnyvale, Metropolitan Transportation Commission and Chair of the VTA Board PH-SJ9

James Helmer, Director, San Jose Department of Transportation PH-SJ10

James Bigelow, Redwood City, San Mateo County Chamber of Commerce PH-SJ11

Megan Doyle, Aid to Ken Yeager, Supervisor, County of Santa Clara, Director of CalTrain Joint Powers Board, Commissioner of Metropolitan Transportation Commission PH-SJ12

Debbie Haile, Executive Director, Monterey County Transportation Agency PH-SJ13

Riko Aguayo, San Joaquin Valley Regional Policy Council PH-SJ14

Derek Penrice, Transbay Program Manager PH-SJ15

Don Myrah PH-SJ16

Mike Macarelli PH-SJ17

Katie Stevens, California Partnership for the San Joaquin Valley PH-SJ18

Robert S. Allen PH-SJ19

Bill Dawson PH-SJ20

Ward Crary PH-SJ21

Steven Van Pelt PH-SJ22

Patrick Moore, Sierra Club PH-SJ23

Patricia Dixon, Redwood Shores, San Mateo County Commission on Disabilities, Transportation Authority PH-SJ24

Margaret Okuzumi, Bay Rail Alliance PH-SJ25

John Francis Maggio, Gregory Plaza Neighborhood Association PH-SJ26

Charles Smith PH-SJ27

Jonathan Miller PH-SJ28

Jerry Huang (written comments submitted to Board)

San Jose Public Hearing Transcripts – Continued

PROCEEDINGS

August 23, 2007 4:15 p.m.

CHAIRMAN KOPP: Good afternoon. I've already received an informal welcome from Mayor Reed. I am Quentin Kopp. I am Chairman of the California High-Speed Rail Authority, and after a couple of words, I am going to ask my Authority Board colleague, the Honorable Ron Diridon, to preside over today's public hearing.

As you know, this is a public hearing on a defined subject which is the Draft Bay Area to Central Valley Program Environmental Impact Report, Environmental Impact Statement, or EIR/EIS. That is the focus and concentration of this hearing.

This is the second of what will be seven hearings. We will hold hearings always from four to six p.m. next week, Monday, Tuesday, Wednesday, Thursday. As a matter of fact I think we finish on Thursday in Merced and then we will have one further seventh hearing next month after Labor Day in Stockton.

Commissioner Diridon has already given you some of the basics of today. Yesterday, in San Francisco, I set no time limit and we had about, oh, I think it was 21 or 22 speakers. I have the exact count here. I prefer not to do that today so long as nobody abuses the lack of a limit which means at least two things, sticking to the

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subject matter, the Draft EIR/EIS and not repeating yourself, and so that's what I would propose to do.

There are relevant materials up on the top of these gorgeous chambers which, despite some thirty years or more in public office, I have never visited so I'm very pleased to be here for that reason alone and I will just repeat what Commissioner Diridon said to you, that we need your name and we need it on a card, if at all possible, and we also invite your written comments, not just your oral testimony today, written comments. Send them to the California High-Speed Rail Authority, 925 "L" Street, Sacramento 95814. There's a limit for those and that limit is September 28, 2007.

I have been delivered, I guess, about 15 cards or so and I'm going to supply those to Commissioner Diridon.

I should introduce, on my far right, representing our partner, the Federal Rail Administration, Mr. David Wellenstein, who is from Washington, D.C., and he will be here throughout the public hearings because, of course, the EIR is pursuant to the California Environmental Quality Act, but the EIS is pursuant to the United States Environmental Protection Act.

And I know we will hear from her in due course,

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San Jose Public Hearing Transcripts – Continued

but I would feel personally badly if I didn't tell you how pleased I am to see Congresswoman Zoe Lofgren here who we saw about a month ago in Washington, D.C., and the Honorable Jim Beall who I've known since he was a young councilman and now he is a young assembly member.

So with those four issues, Commissioner Diridon, if you would --- we should also introduce the other gentleman, the distinguished Mehdi Morshed, who is the Executive Director of the California High-Speed Railroad.

Now I will subside.

COMMISSIONER DIRIDON: Thank you, Mr. Chairman. Anything after that is anti-climatic, I think you would have to agree. It's been fun through the decades serving with Quentin in many different capacities and it's always a joy to work with him.

Please note that these hearings are being conducted according to very formal procedures that are supervised by the Attorney General's Office. We have been given written instructions on exactly what to do in order to maintain objectivity and those instructions will be followed by us to the "T" which means we will not be commenting on your comments today. We will listen to you, we will listen attentively. All of that information will go then to the staff of the High-Speed Rail

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Authority Board and the consultants working on this project and every one of those comments will be answered in the response to the public hearings.

Those comments then and all of the public hearing information and the influence exercised by each one of you through the public hearings in any other way will then focus on a sequence of meetings in October, at which time it will be expected that the High-Speed Rail Authority Board to take action on the subject. That's the fastest we can do it in order to maintain cognizance of and conformance to the State and Federal laws that relate to this very, very difficult project.

Remember that this is the largest construction project in the history of the United States so to take a little extra time and to spend the required funding on the studies and evaluations is prudent. We don't want to make a mistake. It has to be done right because it's going to serve the State of California and really change the face of the State of California for the next hundred years, not unlike the way the Transcontinental Railroad changed the face of the nation in the later part of the 1800's.

Let's proceed now with the public presentations and I have those in order, having received them just a moment ago, and it's very pleasurable to introduce the

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San Jose Public Hearing Transcripts – Continued

1 Mayor of the City of San Jose, Chuck Reed, to give us a
2 welcome and his testimony.
3 Chuck will be followed by Congressmember Zoe
4 Lofgren.
5 MR. REED: Thank you, Members of the Authority
6 Board.
7 COMMISSIONER DIRIDON: Thank you for letting us
8 sit in your chairs:
9 MAYOR REED: We are delighted to have you here
10 in these chambers. This is a first for me in one way as
11 well. It's the first time I've been on this side of the
12 dais here in a public meeting and I am used to working
13 with the two-minute rule so I'll be brief but I do want
14 to welcome you here and make sure that we validate your
15 parking before you leave. If you rode Light Rail,
16 terrific.
17 I'm here to talk about the two alignments and
18 speak in favor of the Pacheco Pass Alignment because it
19 provides a higher quality transportation solution and a
20 greater statewide economic benefit, as well as
21 environmentally superior benefits.
22 San Jose is the most logical choice for
23 high-speed rail as it is the largest city and job center
24 of Northern California with over 55,000 businesses and
25 350,000 employees in the City of San Jose alone, not to

PH-SJ1-1

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PH-SJ1-1 con't.

1 mention that it is the capitol of Silicon Valley, the
2 innovation center of the world and the economic
3 powerhouse of the Bay Area and often powerhouse of the
4 state.
5 The state's economic interests are better met
6 by providing a high-quality, high-speed rail service to
7 Silicon Valley with the largest concentration of
8 technology companies in the world, as opposed to more
9 commuter-like rail, the suburbs of Tracy and Modesto into
10 the Bay Area.
11 The Pacheco Pass Alignment will provide better
12 transit for the Monterey Bay Area, as well, a much
13 desired travel destination, as well as those cities
14 served by CalTrain. CalTrain service is in San
15 Francisco-San Jose-Gilroy corridor has plans for
16 extension in the Salinas-Monterey Area, providing a quick
17 connection to Monterey from Gilroy.
18 The Pacheco Pass Alignment will increase a high
19 ridership starter service providing direct connection
20 between San Francisco, San Jose, Silicon Valley, Anaheim
21 and Los Angeles on a single line, thus linking the
22 largest economies of Northern California to the largest
23 economies of Southern California.
24 The Pacheco Pass Alignment is the most logical
25 choice for the benefit of the State of California, but

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San Jose Public Hearing Transcripts – Continued

from an environmental point of view, if you are trying to deal with climate change, if you are trying to reduce fossil fuels, if you're trying to do all of the environmental things you're trying to do in California, you want to connect that economy of the North to the economy of the South. That's what drives the transportation up and down the state. It's definitely --- you need an efficient system, you need one that can go faster sooner and get people to the South quickly, the North quickly. If you are going to compete with air service and decrease the number of miles traveled by air, improve the environmental benefits of the system, you have to go from the powerhouse of the North to the powerhouse of the South and that's the Pacheco Pass route. PH-SJ1-1 con't.

Thank you for allowing this time for me to speak to you. There are many more people behind me who will talk about many other things, I'm sure. Thanks for coming to San Jose and the hearing. We appreciate the opportunity to speak directly without having to travel to Sacramento.

COMMISSIONER DIRIDON: Thank you, Mr. Mayor. Next is Congressmember Zoe Lofgren, followed by Assemblymember Beall.

MS. LOFGREN: Well, Messrs. Commissioners, it's wonderful to see you and welcome to San Jose and, I would add, the 16th Congressional District. It is really a delight for me to be here today. PH-SJ2-1

First, to present a letter that has been signed by myself, Congressman Honda, Congresswoman Anna Eshoo, Congressman Sam Farr and Congressman Tom Lantos expressing strong support for the California High-Speed Rail Project, but the serious concern and objection to any plan that would have the high-speed rail travel through the Don Edwards Wildlife Refuge. PH-SJ2-1 con't.

We believe that the degradation of the wetlands posed by any proposal to cross through on the Altamont alternative is something we could never support and in fact, as we point out in a letter, might make us rethink our support of the entire project. PH-SJ2-2

I'll just say Don Edwards represented the 16th Congressional District for 32 years and it is absolutely fitting that we name this wildlife refuge after him. He was its champion for more than a decade in the Congress. I was on his staff in the early days and I spent nine years of my life working to establish the Federal Wildlife Refuge. It is home to endangered species, the California Clapper Rail and Saltwater Marsh Mouse. It is the home to migratory birds from Canada through Latin America, and any idea that we would degrade that

San Jose Public Hearing Transcripts – Continued

treasure, that national wildlife refuge, is just unacceptable. It's uninexplicable to me. PH-SJ2-2 con't.

Having said that, the idea that the United States has not yet had high-speed rail is really an embarrassment to me and, I think, to all of us as Americans. We look at Europe, we look at Japan, we know that we can do better and I would be so proud --- I chair the California Democratic Delegation --- I would be proud as a chair of our delegation to see California take the lead on high-speed rail, but this decision on which alignment is a crucial one. PH-SJ2-3

I remember I was a little girl when the decision was made not to bring BART to the South Bay. It was a disastrous decision. The decision that you are about to make on which alignment is at least as important, perhaps more so.

I personally believe that there will never be a crossing of the wetlands, there will never be a crossing through the wildlife refuge; we will not let that happen. So the decision that you are making is really whether there's service and really whether there's a viable plan at all.

I thank you for coming here to San Jose so that all of us here who are so interested in this green technology can support it so we don't have to get in our

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cars and drive to Sacramento. I commend you for the attention that you have put into this and for your public service and I thank you for taking the time to listen to me this afternoon. PH-SJ2-3 con't.

COMMISSIONER DIRIDON: Thank you very much, Zoe.

Jim Beall, now?

Assemblymember Jim Beall will be followed by Chair of the Silicon Valley Leadership Group, Carl Guardino.

MR. BEALL: Mr. Chairman, Members, I think if we count the number of years that yourself and Mr. Kopp and myself have served on the Metropolitan Transportation Commission, I think we come up to around, I believe, about 50 or 60 years, if we add the three of our terms all up. I myself have served 20 years on MTC.

My basis for the High-Speed Rail Project is based on what we earlier discussed at MTC where MTC actually voted to approve the Pacheco Pass Alternative, and my understanding is they have yet to change that direction. The vote has not taken place to change that direction so that vote essentially stands. PH-SJ3-1

I want to explain what my vision is and it's based on what we formally discussed and studied at that time in addition to the new information you have

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1 developed with your EIR and alternative analysis.
2 My vision is that large urban areas are being
3 connected at multimodal transit centers to be provided an
4 alternative to air and auto transportation between
5 Northern and Southern California. Essentially, the
6 arrows should always point to the south and I believe
7 that the most important element that should be
8 considered, given the EIR and alternative analysis, is
9 the connectivity between the high-speed rail and the
10 major transit systems in California. Connectivity should
11 be a critical component of the high-speed rail system.
12 This inter-relationship will not only be positive for the
13 high-speed rail but would be positive for our transit
14 systems in California and, additionally, our global
15 warming goals.
16 The best fit in the connectivity sense is
17 definitely the Pacheco Pass Alternative. This
18 alternative establishes the best framework for
19 California's transportation development overall and is
20 the most compatible with the regional transportation
21 plans both in the Bay Area and also in the Monterey Bay
22 Area.
23 The Pacheco Pass Alignment would result in the
24 highest numbers of statewide trains stopping at all
25 destinations in the Bay Area and is the most compatible

PH-SJ3-1 con't.

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1 with the north-south direction. The alternative is
2 compatible with our MTC's regional transportation plan as
3 it exists in its present time adopted for Federal and
4 State review.
5 The residents in San Mateo County and Santa
6 Clara County and Monterey County have a much greater
7 benefit from the Pacheco Alignment. The Monterey Bay
8 Area's 800,000 people would not be served from the
9 Altamont Pass option.
10 Planning for high-speed rail connection in
11 Gilroy has already started with the CalTrain extension to
12 Salinas, the Del Monte Express to Castroville and
13 Monterey, in addition to the Amtrac Coast Daylight
14 service that would serve South Monterey County. The
15 Gilroy Terminal, in essence, would serve close to one
16 million people, and that's something that, I think,
17 surprises people but that's true, it would serve about
18 one million people in that general area.
19 The Altamont Alignment would cause a burdensome
20 and costly three-way split if that option was selected, a
21 three-way split to reach San Jose as well as Oakland and
22 San Francisco, with less trains to each and it offers a
23 low speed better served by BART and ace train upgrade
24 extensions.
25 It is important to build a high-speed rail in a

PH-SJ3-1 con't.

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way that most directly connects the major population centers as quickly and cost-effectively as possible. The Pacheco Alignment is the only alternative that actually does this. It provides the better connectivity and this means that the travelers can get to the high-speed rail terminals easily and quickly via public transit, reducing the needs to accommodate automobiles and their impact on the environment.

Do we want to establish a transit-only framework or build high-speed rail with large parking lots surrounding the transit stations? The transit emphasis is being completed in the Bay Area and requires some longstanding plans emphasizing multimodal transit terminals and that's an Oakland-San Jose and San Francisco, and we're spending literally billions of dollars doing that.

To conclude, a transit terminal approach should be the basis for connecting transit systems and the most compatible approach with the current regional and global warming goals, the Pacheco Pass option, is the only option that accommodates this, and I thank you for your attention.

COMMISSIONER DIRIDON: Thank you very much.

Quentin has got something?

MR. KOPP: Yes, it is very important.

PH-SJ3-1 con't.

I forgot to tell everybody about the validation.

COMMISSIONER DIRIDON: There is no question there will be validations for your parking permits in the back of the room.

The next presenter is Carl Guardino, Silicon Valley Leadership Group President, and following Carl is Mayor Kris Wang of the City of Cupertino.

MR. GUARDINO: For those of us that rode our bike, we don't need additional validation.

COMMISSIONER DIRIDON: Good for you, Carl.

MR. GUARDINO: Chairman Kopp, always a pleasure to see you, Commissioner Diridon and Executive Director Morshed.

My name is Carl Guardino. I'm President and CEO of Silicon Valley Leadership Group and recent appointee by Governor Shwartzenegger to the California Transportation Commission. It's the leadership group for why I'm here today. I think you're all familiar with the organization. You have been firm supporters of high-speed rail since it was a twinkle in Mehdi Morshed's eye and we continue to be enthusiastic about moving this forward.

PH-SJ4-1

The organization represents 220 of Silicon Valleys most respected private-sector employers. They

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1 provide mobility for jobs in Silicon Valley, about
2 500,000 jobs in California and at multiple times
3 throughout the nation and the world.
4 We are strong supporters of the Pacheco Pass
5 Alignment as the preferred route into the Bay Area for a
6 number of reasons. First is California is facing a
7 multi-billion dollar shortfall in our immediate
8 transportation needs. The high-speed rail line can help
9 address that shortfall in several ways. First, it can
10 alleviate some of the pressure on California's major
11 airports. As you know, by 2010, the link between San
12 Jose International and the Southern California airports
13 will call for more than six million passenger trips a
14 year on an already congested system. Second, the
15 environmental impact and positive impact of high-speed
16 rail over air travel is laid out very well in your own
17 report. Second, can alleviate the need to staff or build
18 new highways in areas of the state that are growing.
19 Third, it can significantly reduce greenhouse gas
20 emissions by providing an alternative to cars and planes,
21 a key reason why high-speed rail is one of the leadership
22 group's ten points in our renewable energy action plan,
23 known as Clean & Green.
24 It, of course, cannot solve all of our state's
25 needs. If California is going to devote the billions of

PH-SJ4-1 con't.

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1 dollars we believe it should to help build a high-speed
2 rail line, the first in the nation, it will need to
3 generate enough revenue to cover its operating expenses
4 and to do so, it needs to maximize ridership and that
5 means providing the fastest, most frequent service
6 possible between the Los Angeles Area and the Bay Area's
7 three major urban areas, of which San Jose is the largest
8 and anticipated to grow by another 300,000 in just the
9 next 20 years.
10 And it needs to be done, of course, in the most
11 efficient way possible. We believe that means Pacheco
12 Pass. Pacheco Pass provides a fast, frequent, more
13 environmentally sound means of moving greater numbers of
14 people between Northern and Southern California,
15 relieving congestion at our airports, on our highways,
16 again that are at near capacity.
17 We sincerely appreciate the need to improve
18 commuter rail service from Central Valley to Silicon
19 Valley. It is a top priority for our members. That's
20 why the leadership group helped get the ace train rolling
21 in October of 1998 and have led campaigns that have
22 increased ace train funding, and we strongly supported
23 efforts to extend Capitol Corridor service. But it does
24 not make sense to route high-speed trains over the
25 Altamont Pass, slow those trains down to solve that very

PH-SJ4-1 con't.

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real problem. That is why --- again, I'm cutting as I go because I always listen to Quentin Kopp and he said that if someone else says something, skip saying it, so I'll cut to the end and just reiterate our support for the Pacheco Pass Alignment. PH-SJ4-1 con't.

Thank you again to the City of San Jose.

COMMISSIONER DIRIDON: Thank you very much, Carl.

Mayor Wang, from Cupertino, followed by Pat Dando, President of the San Jose Silicon Valley Chamber of Commerce.

MS. WANG: My name is Kris Wang, I'm the Mayor of the City of Cupertino and I've prepared a letter in supporting the high-speed rail that I'd like to share with the public:

Dear Members of the Commission Board:

High-speed rail represents an exciting opportunity to do the right thing, create a safe, convenient, comfortable and clean transportation technology. Investing in badly needed infrastructure that will withstand innovative global economy that is Silicon Valley and the Bay Area, and perhaps most importantly, protecting the environment and our quality of life and serious economic implications for the region. PH-SJ5-1

The Wall street Journal has recognized the

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South Bay cities as some of the most innovative in the nation --- Cupertino, San Jose, Sunnyvale, Palo Alto, Mountain View, Santa Clara or South Saratoga. We have a company based in Cupertino that used to only make computers. You may have heard of them: Apple, Inc. It's a global company. It has tens of thousands of employees and easier. This year the amount will be significantly expanding. Our economic anticipated needs are rapidly expanding which is compounding an already significant impact implication need. For this reason and countless others, we support the Pacheco Pass Alignment. PH-SJ5-1 con't.

Several of the environmental documents found little to no recognition of the significant commercial ridership that will occur between Silicon Valley and Los Angeles. PH-SJ5-2

As Mayor of Cupertino, I talk with many others in the area. We all face the challenge of meeting the transportation demands of a new economy with the same old freeways. I don't know of a single mayor who opposes the high-speed rail project.

We appreciate your time and commitment and know you will consider these important facts. We need to build high-speed rail. Silicon Valley will be the engine of innovation and ridership for this service. The high-speed rail needs to come through the Pacheco Pass PH-SJ5-3

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Alignment.

Thank you again for your leadership. PH-SJ5-3 con't.

COMMISSIONER DIRIDON: Thank you, Madam Mayor.

Pat Dando is next and she is followed by Barbara Pierce, Mayor of Redwood City.

MS. DANDO: Good afternoon, Commissioners and Director. Thank you very much for joining us here in San Jose today to listen to what we believe is based on the sound logic and good common sense.

I know this has been studied and restudied for more than a decade now, and as it should be; this is an important decision. It's an important decision because this will lay the tracks, so to speak, for our population, our economy for some hundred years to come but it's also an important decision because we will be making decisions to best serve the taxpayers of this great state and beyond. PH-SJ6-1

As the Chamber of Commerce CEO and President for San Jose and Silicon Valley, we represent some 2500 employers and some 250,000 employees. I want to --- I would love to have the opportunity to talk about several different areas but trying to follow the guidelines, I will also try not to repeat what has been said, but I do believe that this area is certainly the most logical to have Pacheco Pass connect us in transportation because of

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our population.

It isn't said often enough that San Jose is the third largest city in the State of California and the tenth largest in the nation. I might also mention that as we have some 70,000 employers here in San Jose, there are 355,000 workers that make up a massive number of that population. Those population jobs are located at places like Cisco, eBay, Hewlett Packard, IBM, Lockheed, Adobe, Google. That's the future of not just this area, it's the future of the world economy and to connect those economies with the south and north is absolutely incredibly important. PH-SJ6-1 con't.

I think it's also important to note that San Jose accounts for 29 percent of California's nonagricultural imports. We account for some 15 percent of the state's employment in the manufacturing industry. We account for seven percent of California's personal income tax and San Jose rates second nationally in its capacity to create high-wage jobs and high-scale jobs.

When we talk about being environmentally sensitive, I think it's also important, as has been said, that the Don Edwards Wetland, if we were to do anything to take away from that valuable national resource, it would be an insult not just to the common sense that went in to planning that facility but to the taxpayer dollars PH-SJ6-2

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nationwide that also help pay for that facility. PH-SJ6-2 con't.

In conclusion, as you look at trying to find a central location to place these tracks, it may be helpful to go back and look at some of the historic precedence. I'm sure you're well-aware that San Jose was the first civil city in California and it was placed here because of the central location between San Francisco and Monterey Bay. The central location is what makes sense for the economy and for the population of our community as it has developed. PH-SJ6-3

And finally, although I should probably skip to the notion of a chamber of commence and the economy, let me say that as was being discussed with a couple of my colleagues, it's my hope that within if not my lifetime but my children's lifetime that we can take a trip on a high-speed rail train to Los Angeles, have dinner, watch a Sharks game and get back to San Jose before the evening news.

Thank you very much and again, thank you for coming to our area to hear facts about this important decision.

COMMISSIONER DIRIDON: I should have mentioned in introducing Pat, her eloquence comes not just from being the President of the Chamber of Commerce, but she was a revered Vice Mayor of the City for two terms and we

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appreciate her being here.

Barbara Pierce is now is representing Redwood City as the Mayor and she will be followed by Greg Sellers, the Valley Transportation Authority.

MS. PIERCE: Thank you very much for the opportunity to address you today. My name is Barbara Pierce and I am the Mayor of Redwood City.

I'd like to share with you a perspective from Redwood City, a Peninsula city. On our own, we have undertaken creating a downtown-precise plan which really supports the kind of density and development principles that you encourage in your Environmental Impact Report. This density development around our CalTrain station and downtown will help support both high speed rail and help PH-SJ7-1 our communities. We need to provide more affordable housing, better public infrastructure and certainly reduce the traffic congestion which is threatening to overcome us all.

High-speed rail via the Pacheco Pass will allow for a current CalTrain rail corridor to be used and thus will improve the plans for electrification and the upgrades for the existing rail. The great separations are critical all through the Peninsula and congestion reduction is key.

Based on the CalTrain Five-Year Strategic Plan,

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high-speed rail is an ideal partner in helping with the scenario for the CalTrain ridership that is projected to increase over 220 percent between 2004 and 2023.

I encourage you in your roles to help us achieve the goals mentioned here today by so many other folks and help us to achieve high-speed rail in a expeditious manner. PH-SJ7-1 con't.

Thank you very much.

COMMISSIONER DIRIDON: Thank you, Madam Mayor.

Greg Sellers is next. Do I recall that you are also the Mayor of Morgan Hill also?

MR. SELLERS: Council; member of the City of Morgan Hill.

COMMISSIONER DIRIDON: Council Member and Mayor, I should mention that also, and thank you being here to represent your city and the VTA.

MR. SELLERS: Thank you, and thank you for coming down this afternoon and appreciate the opportunity to address you.

I wanted to focus on, in my capacity as Council Member and serving on the Valley Transportation Authority Board this year, I have focused on the South Valley, southern part of your valley issues, and paramount among those is an increase in rail that we are trying to add. PH-SJ8-1 CalTrain service goes down to Gilroy, primarily ends in

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San Jose, but does go to Gilroy, a very popular service in our end of the region but due to a variety of limitations currently, the last train in the morning leaves Gilroy at 7:20 in the morning so those of us who have children are limited in our opportunity.

Nevertheless, as you have heard earlier, there's a significant hub in Gilroy and we draw from a significant region of the area. Fifty percent of the working adults commute out of Gilroy and most of them go to Silicon Valley and 80 percent of the working adults in Morgan Hill go from Morgan Hill up to Silicon Valley every morning so our communities have a significant commuter base that comes up north. But we are not the majority of those who come through our part of the valley every morning. The majority of them come from the adjacent and adjoining counties --- San Benito, Monterey and Santa Cruz --- and so we are a significant corridor through that whole area. PH-SJ8-1 con't.

How does that impact high-speed rail? Obviously, the high-speed rail might not necessarily be a commute use but there's significant opportunities to do a parallel development of our CalTrain service and significantly upgrade by adding not only additional cars but also I'm most excited about the opportunities to develop electrification of our CalTrain service which

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could be done.

We all, as elected officials in public capacity, like to have opportunities to do more than one things well at once and you coordinate efforts so that you're not doing one thing and then having to undo it or redo it to do something else. This is a significant opportunity for us to do both large-scale upgrade of CalTrain as we put in high-speed rail and that, to me, is an opportunity we can't afford to pass up.

Finally, I just wanted to mention I spent a lot of years working on a variety of initiatives all up and down the state, primarily in our region, and it's always two things that are true that voters look for when they are assessing initiatives that they have to vote on. One is the soundness of the initiative itself and whether or not it's a fundamentally appropriate initiative that they should vote on. Secondly, they also have a selfish interest in whether or not that interest is being met as well. Certainly in both capacities, I think the soundness of the proposal as well as the fact that the vast majority of the Bay Area residents are going to be directly impacted by the Pacheco Pass route and because it comes up through the Peninsula, goes through the largest county and up through the Peninsula to the second largest city, San Francisco, as well as the largest city,

PH-SJ8-1 con't.

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San Jose, cannot be discounted and so I think the soundness of the proposal itself in fact would draw a larger base of support in the Bay Area and as I mentioned, in effect, to cooperatively develop opportunities for CalTrain as well as high-speed rail make this an easy choice, the Pacheco Pass Alternative.

PH-SJ8-1 con't.

Thank you.

COMMISSIONER DIRIDON: Thank you, Greg.

The next speaker is Council Member Dean Chu, Chair of the VTA Board, and followed by Jim Helmer, the Department of Transportation Director for the City of San Jose.

MR. CHU: Good afternoon, Commissioners and Director.

My name is Dean Chu. I am a City Council Member from the City of Sunnyvale and, in addition, I'm the current Chairperson of the Santa Clara Valley Transportation Authority. I am also a board member of the Capitol Corridor Joint Powers Board providing rail service between Sacramento and the San Francisco Bay Area, as well as a Metropolitan Transportation Commissioner.

PH-SJ9-1

Today, I am speaking on behalf of the VTA and the City of Sunnyvale. The Santa Clara Valley Transportation Authority, or VTA, and Sunnyvale strongly

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supports the California High-Speed Rail Authority's vision of constructing and operating a high-speed rail line as a way to relieve highway and air traffic congestion between Northern and Southern California. We stand ready to work with you to make this vision become a reality. The VTA and Sunnyvale also firmly believe that a Pacheco Pass Alignment makes the most sense as an entry point for the high-speed rail trains into the San Francisco Bay Area.

In 2005, the Authority's Draft Statewide Program EIR/EIS concluded that the Pacheco Pass Alignment was the better alignment. It provided better frequency of service to critical Silicon Valley jobs, it was more effective and efficient, efficiently meets current and future intercity travel demands and thus is a better fit for high-speed rails' basic project objectives and it does not require a new San Francisco Bay crossing which would impose considerable environmental cost and product delivery challenges.

In our review of the Authority's Draft Bay Area to Central Valley High-Speed Rail Train Program EIR/EIS --- and try to say that in one word --- we could not find any persuasive information that would suggest that these initial conclusions should be changed. I would like to briefly highlight a few key elements.

PH-SJ9-1 con't.

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The Pacheco Pass Alignment would continue to provide faster, more direct, more frequent and higher quality service to all three major urban centers in the Bay Area --- San Jose, San Francisco and Oakland. With the Pacheco Pass alignment, all high-speed rail trains would stop in San Jose, the largest city and the largest job center in Northern California. Direct main line service to San Jose and Silicon Valley is essential to the longterm success of high-speed rail service. With the Pacheco Pass Alignment, there would be six percent more ridership and eight percent higher fare box recovery.

The Pacheco Pass alignment is the lower cost Phase 1 alternative by billions of dollars when the Stockton-to-Merced high-speed rail segment which is unnecessary for service to San Francisco through Pacheco Pass, it's part of phase 2. The Pacheco Pass alignment is also the lower cost alternative by billions of dollars when a realistic cost of the San Francisco Bay crossing is factored in. Avoiding the Bay crossing would significantly increase the San Francisco-to-Los Angeles transit times if you were to use the Altamont Pass.

The Altamont Pass Alignment would facilitate --- it is true that the Altamont Pass alignment will facilitate service improvements between Stockton and

PH-SJ9-1 con't.

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Sacramento to the Bay Area; we agree with this conclusion. But the service need could be better met through conventional rail service rather than high-speed rail service due to the numerous intermediate stops that that would require.

On a final note, please pass on our thanks to Governor Swartzenegger for preserving the 20 million dollars in high-speed rail funding this year, in this year's budget, which he signed, I guess, this afternoon.

And thank you for consideration for my comments. Thank you. PH-SJ9-1 con't.

COMMISSIONER DIRIDON: Thank you. Council Member/Board Member/Commisioner Chu.

Jim Helmer, U.S. DOT Director, followed by Jim Bigelow, who is the Redwood City, San Mateo Chamber of Commerce President.

MR. HELMER: Thank you, Chairman Diridon, for the promotion to U.S. DOT director. Actually, I am the San Jose DOT Director.

COMMISSIONER DIRIDON: San Jose will do. Mary Peters wouldn't like that, would she?

MR. HELMER: Good afternoon. My name is James Helmer. I'm the Director of Transportation for the City of San Jose and I'd just like to share with you, I spent 33 years --- actually, my entire career --- working on PH-SJ10-1

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innovating, saving efficient transportation systems throughout the Bay Area.

When working with the private sector, I did work on design of high-speed rail systems both for BART, systems like MARTA in Atlanta and international airport design. With the public sector, I have been with San Jose nearly 20 years now in various capacities, but today my focus will be on the technical and the practical reasons why the CalTrain and Pacheco Alignment is your only real choice for high-speed rail between San Francisco, San Jose, LA and Anaheim as your starter project. PH-SJ10-1 con't.

I brought copies of CalTrain's twenty-year strategic plan, and if you have not had a chance to read it all, I would stress you focus your attention to the end of this booklet that focuses on the build-out scenario which is the vision of CalTrain, and there are copies for all of you and others to take with you.

Looking at the map on the projector above, can I ask if you have the map on your PC screens?

If you look at this map, you can see all of the cities adjacent and near the CalTrain corridor. They are physically constrained by the Santa Cruz Mountains and the Pacific Ocean to the west and the Peninsula, San Francisco Bay to the east. Within the San Jose area, we

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have a self-imposed green line on all of our foothills. Thus, the three and a half million people that live in San Francisco, San Mateo and Santa Clara Counties are essentially forced to travel in this north-south orientation, as depicted on the CalTrain corridor. This is partly why these three counties are leaders in smart growth, high-density housing and placing jobs along CalTrain and other transit corridors.

Regarding CalTrain operations, there's 34 stations that are on this route, there's 102 daily trips being made, there's eight million riders per year. Their vision is to go to 23 million riders per year. There are four major ways that we can get them to achieve their vision. One is the natural population growth that is going to occur, the geographic limitations, as I've described, obviously highway congestion and related pollution and of course, high-speed rail, and if we partner with high-speed rail and Cal-Train together, we will have a four-track electrified grade-separated system within the existing right-of-way that you see above. PH-SJ10-1 con't.

Now, there's significant congestion along this corridor. Just in 2006 alone, I bring everybody's attention alone that there were 17 deaths on the tracks of Cal-Train because of lack of grade separation. Just last week, a car was smashed on this system and a truck

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overturned on Highway 280 which brought Highway 101 to a halt and thus there went our economy, our commute, our recreational trips for that entire morning. PH-SJ10-1 con't.

Now let's talk about airports. I have shown on this map the two airports along the route, San Francisco International and Mineta San Jose International. Unfortunately, the Draft EIR/EIS does not give enough credit to Mineta San Jose International Airport. Let me explain. Sixty-nine percent of all of the regions' air travel flies out of these two airports, out of Mineta San Jose Airport, 11 million passengers per year. The top two travel destination points are Los Angeles and San Diego. Out of the four --- out of the top 10 destination points, four of them are in Southern California. We need to parallel that ridership goal. In each of these airports, as you see here, are just one high-speed rail stop from a BART and airport people-mover system. At San Francisco, that system exists. In San Jose, it will exist. PH-SJ10-2

Regarding the environmental impacts. Impacts to the San Francisco Bay and Don Edwards Wildlife Refuge, either by bridge or tunnel will be significant, and unrealistic to include in your starter project. PH-SJ10-3

On this next slide, I would like to just say that the EIR/EIS should not include the costs associated PH-SJ10-4

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with the Stockton connection as part of the Pacheco Alignment. Any cost associated with the Stockton connection, which everybody can see on the righthand side from the Merced area into Stockton, should not be included in the scenario of the Pacheco Alignment if we are talking about the starter project. PH-SJ10-4 con't.

Let me quota a section in MTC's recently released draft regional rail plan. It clearly states the following: "San Francisco and San Jose would receive a higher level of service with statewide trains operating to and from Southern California with the Pacheco Alignment." That's a quote. Another quote, "High-speed rail operations via Pacheco Pass would result in faster and more frequent service between Los Angeles and San Jose." These are right in the Regional Rail Study. PH-SJ10-5

On my final slide, I'd like to state that if the Altamont Pass were selected for some reason as part of the starter project into the San Francisco Bay Area and if the bay crossing were difficult to achieve, as we know it is, we would then be looking at an alignment on the eastern side of the Bay going northerly to Oakland and southerly to San Jose. I share with you that parallel existing BART alignments that are being built and are already in existence and are being built in San Jose and it parallels existing heavy rail passenger and

train alignments. We would be creating a third new system alongside of two others and there just isn't the passenger ridership to justify that. Also, any connection to those very much needed airports from that alignment would take well over an hour to connect up any high-speed train system in that alignment to San Francisco International or San Jose. PH-SJ10-5 con't.

In closing, thank you very much for your time and your efforts and we ask that you spend your energy and your funding in the communities that have long been planned for HSR and will vote for HSR, not those coming to the table now. Please make San Jose, the largest, fastest- growing city in the Bay Area, your entry point to the Bay Area. PH-SJ10-6

Thank you.

COMMISSIONER DIRIDON: Thank you, Jim.

The next commentator will be Jim Bigelow, the President of the Redwood City, San Mateo County Chamber of Commerce, followed by Megan Doyle, who will be speaking for Ken Yeager, a member of the County Board of Supervisors in Santa Clara County, and Director of the CalTrain Joint Powers Board and an MTC Commissioner.

MR. BIGELOW: Jim Bigelow, Redwood City San Mateo County Chamber of Commerce. I'm in Silicon Valley, the center of the universe, and we do wear ties on PH-SJ11-1

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important occasions such as this.

Our Chamber has 1500 business members and we have over 150,000 employees in that membership and we strongly support the Pacheco Pass Alignment for a lot of the reasons that have already been stated which I won't go into, but high-speed rail is like a business and you're like businessmen. We're business people. And what, I think, comes to the table is Santa Clara, San Mateo and the City and County of San Francisco have stepped up to the plate in their half-cent sales tax and they have renewed these for transportation for the next twenty to thirty years. As part of that plan, Jim Helmer indicated CalTrain is looking to electrify, go to a new light vehicle system that would be compatible with high-speed rail and as a business arrangement, if you have a 700-mile system and public ownership with the Cal-Train, seventy of those miles are already owned, it would seem perfectly logical for two partners to get together and combine their resources so that both get the best of the two world's and so that's what I see the opportunity here for the California High-Speed Rail Authority as it moves forward and our friends at the FRA, of course, are being requested to come up with a new standard for the lighter equipment which is compatible with high-speed rail and our CalTrain Joint Power Board PH-SJ11-1 con't.

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wants to be the national test case property and transit to make this happen and the Board is committed to moving forward and they unanimously, in three counties, are heading in that direction. PH-SJ11-1 con't.

Also, the three counties, you talk about multimodal connections with our renewed majors and so forth, we have increases in shuttles from employment centers, greater --- there's all types of different services throughout the three counties.

So I think it's a golden opportunity and our chamber supports lots of transportation projects and we think this is a really great one to be on board and work with you and Godspeed and move this forward.

COMMISSION DIRIDON: Thank you, Jim. Thanks for coming to both hearings. It is very nice of you.

Megan Doyle is next, representing Supervisor Yeager, and following Megan is Debbie Haile, Executive Director of Transit Agency for Monterey County.

MS. DOYLE: Thank you very much and good afternoon.

My name is Megan Doyle and I'm here today representing Santa Clara County Superior Ken Yeager and Ken also represents Santa Clara County on the CalTrain Peninsula Corridor Joint Powers Board and the Metropolitan Transportation Commission. Unfortunately, PH-SJ12-1

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Supervisor Yeager had a previous commitment out of town and so he could not be here today but he did submit some comments in a letter which I understand you have and he asked me to read a couple things into today's record.

Ken wishes to express his support for the proposed California High-Speed Transit System, and more specifically his support for the Pacheco Pass Alignment, as outlined in the Draft Program EIR EIS. Many of the advantages of the Pacheco Pass Alignment are already in the Draft Program EIR/EIS and many have been highlighted here today. I would like to draw your attention to a few key points. PH-SJ12-1 con't.

First of all, the Pacheco Pass Alignment avoids intrusion into the very sensitive Don Edwards Wildlife Refuge and the San Francisco Baylands. In addition, the Pacheco Pass Alignment has greater political support for smart growth within the corridor. San Jose and Silicon Valley made substantial commitments for affordable housing in the coming years. Over 3000 affordable housing units are currently in development and with many of those in Silicon Valley pledging to become transit-oriented communities.

Lastly and most compelling, the Pacheco Pass Alignment will not need a tunnel or a bridge over the San Francisco Bay, as is called for in the Altamont

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Alignment. Based on the current situation with the Bay Bridge retrofit project and the Dumbarton corridor, it is not difficult to foresee there would be major costs and problems with building another Bay crossing. PH-SJ12-1 con't.

Innovation has long been a hallmark of Silicon Valley. The residents and businesses in Santa Clara County are eager to embrace the revolutionary concept of high-speed rail in California. Supervisor Yeager urges your support for the Pacheco Pass Alignment for a more environmentally sound route between California's largest population and economic regions.

Thank you very much for the opportunity to stand here today.

COMMISSIONER DIRIDON: Thank you and our regards to Supervisor Yeager.

Debbie Haile, Executive Director of the Monterey County Transportation Agency is next, followed by Riko Aguayo.

MS. HAILE: Thank you, Chairman Kopp, Commissioner Diridon, Director Morshed and Mr. Wellenstein.

It is with great pleasure that the Transportation Agency for Monterey County supports high-speed rail along the Pacheco Pass Alignment. You may not have been thinking of Monterey County when the PH-SJ13-1

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Pacheco Pass Alignment was created, but we see it as a great opportunity for our new rail services that we are planning to extend CalTrain to Salinas and to extend along the Monterey branch line and with linkages to CalTrain as well as Amtrac Coast Star and Coast Daylight Service as a great opportunity to connect to high-speed rail in the Gilroy hub area. PH-SJ13-1 con't.

The alternative alignment through the Altamont Pass would represent significant out-of-direction trouble for people who were interested from our area going to Southern California as well as people who are visiting the major tourist destinations in the state --- Los Angeles, San Francisco and Monterey --- to take rail transit to our areas and instead they would be likely to use alternative means that may not have the same kind of environmental benefits.

So for these reasons as well as the fact that the Monterey Bay Area is growing and will reach nearly one million residents by the 2030 timeframe, by which time we hope this service will be in place and running, that represents a significant population that would like to have access to high-speed rail. And for that reason, we encourage you to support the Pacheco Pass Alignment.

Thank you.

COMMISSIONER DIRIDON: Thank you, Debbie.

Next is Riko Aguayo, San Joaquin Valley Regional Policy Council, followed by Derek Penrice, Transbay Program Manager.

MR. AGUAYO: Thank you very much. Congratulations with the governor signing the budget. That's great news to everybody involved in the high-speed rail.

Again, my name is Riko Aguayo. I am a Council Member with the City of Selma. That is located in Fresno County and I also serve on the Council of Governments for Fresno County as well.

The reason I'm here today is on behalf of the San Joaquin Valley Regional Policy Council; which is made up of the eight counties to the north --- San Joaquin, Stanislaus, Merced, Fresno, Tulare, King and Kern County. It is made up of a board of one elected official in each county as well as one county supervisor which makes up the 16-member board. It is charged to advocate, promote the San Joaquin Valley, to address issues that affect San Joaquin Valley, and, of course, high-speed rail is something we can look forward to and the San Joaquin Valley Council certainly supports as well. PH-SJ14-1

Mayors and council members and county supervisors as well as Silicon Valley, you understand the environment issues, particularly in the northern counties

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of San Joaquin and Stanislaus, those issues having to do with wetlands, open space growth and development.

As you may or may not know, the San Joaquin Valley is charged to grow in the next fifty years from a little over three million to over seven million people, the fastest growing region in California. We are looking at having to accommodate the influx of people moving to the valley, how we can accommodate them with jobs, high-speed rail hopefully in the near future, housing availability, portable, as well as our transportation needs. PH-SJ14-1 con't.

San Joaquin Valley -- the San Joaquin Valley supports the connection of the whole valley, from Bakersfield to Sacramento, recommends that the Altamont Pass Corridor be the preferred route. Passenger rail is also a priority for the Central Valley as well as it is meeting the demands for the valley, San Joaquin Valley recognizes that AMTRAC remain as a complimentary service to high-speed rail.

In conclusion, the San Joaquin Valley supports the high-speed rail because it will have a tremendous impact on the region. For many of you who are here today, for many of you who would like to get from Northern California to Southern California, those from the Central Valley would like to move and travel up north

as well as travel south. That train ultimately has to be built through the Central Valley. PH-SJ14-1 con't.

So we certainly are in support of the Altamont Pass because we, as a valley, enjoy what many have mentioned today --- recreation, travel. I would certainly love to get down to Southern California to a game, more importantly to visit my son who lives in Sherman Oaks, to travel down there on a Friday, get back the next day if I need to or stay all weekend knowing that I would get there in an hour, hour and a half.

Thank you very much for your support. We look forward to high-speed rail. Thank you.

COMMISSIONER DIRIDON: Councilman, thank you for coming so far to give us your comments.

Derek Penrice is followed by Don Myrah.

MR. PENRICE: Good afternoon. My name is Derek Penrice. I'm a member of the Program Management Team for the Transbay Transit Center Project in San Francisco.

I fully support the implementation of the high-speed rail system. To become a truly great rail system, California has to be built to serve its truly great cities and to that end, California high-speed rail must come to San Francisco. PH-SJ15-1

The Draft EIR/EIS presents objectives and criteria to be used in the evaluation and ultimate PH-SJ15-2

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selection of station locations. There can be no doubt that within San Francisco, the Transbay Transit system meets or exceeds all of these objectives and criteria and must be the ultimate Bay Area destination for California High-Speed Rail. PH-SJ15-2 con't.

Thank you.

COMMISSIONER DIRIDON: Thank you. And, Derek, you have a big project. We have been watching for many, many years.

Next is Don Myrah who represents himself, followed by Mike Macarelli who also represents himself.

MR. MYRAH: I'm Don Myrah. I'm a retired train operator of 23 years for the VTA. I live in France every two years for six months. I'm very familiar with the TGV and I have had the pleasure of riding in the cabs of the TGV from Lyon to Bordeaux.

Many of the points that I was going to cover have already been covered but I would like to just cover this from the perspective of somebody that's actually operated a train, not a politician. I think that the right-of-way over Pacheco Pass is absolutely essential. The economy that this area drives, high tech, will not spend their time going over Altamont Pass. If it takes them longer, they won't ride it. They need to get there fast and that's the way to do it. You need to have fewer PH-SJ16-1

stops in your plan. Passenger stops are the biggest slowdown and controlled right-of-way where you have tight turns. It has to be wide open and fast. PH-SJ16-1 con't.

Everything else has been covered that I was going to say.

COMMISSIONER DIRIDON: Thank you. Some of us politicians have driven a train.

MR. MYRAH: I know. In fact, you've driven my train.

COMMISSIONER DIRIDON: I know.

Mike Macarelli, followed by Katie Stevens from the California Partnership for San Joaquin Valley.

MR. MACARELLI: Good afternoon and thank you for coming here and holding this hearing.

I work for VTA as a Light Rail operator. I have seen rail planning at its worst from the ground level. The planning is very important. San Jose is the preferred corridor for the high-speed rail train, PH-SJ17-1 high-speed rail. The reason is there's a number of reasons but the top three are: 1. San Jose is the gateway not only to the South Bay but to the Bay Area; 2. The LA-to-Sacramento train, there's no way to branch over to the Bay Area from Merced, south of Merced is the only way. That's a long distance from Merced to Gilroy. Luckily, that is not a highly developed corridor so we

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can speed through there and it will make up the time from where the high-speed corridor should have been --- which I thought should have been 5, so it's east of the 5 --- so that difference will make up the time since it's not on the 5. PH-SJ17-1 con't.

I want to talk real briefly about the train steps and the overhead. I think it should be Japanese-made because of their reliability in engineering, their manufacturing. Look at their cars. They are basically No. 1 of the top three automakers. They have higher liability and higher densely-populated areas. I think it's a 20-second headway or something, on-time service 20 seconds, so please consider that. PH-SJ17-2

But I also support the Altamont Corridor, too. If you look at the geographic region on this map, that would basically ring the Bay Area and the economic activity in that area is vital, especially with gas and oil going up and just general costs going up. We have to service these people. PH-SJ17-3

If we ring the bay with the Altamont Corridor and the Pacheco Pass Corridor, then we can start developing the other modes of transportation such as BART, such as extending Light Rail. Each one would help each other's ridership. It's vital that we do that.

If you look at the south, Southern California,

around Irvine, you will notice it's not going from Irvine to San Diego, I'm sure, for environmental reasons, whatever other reasons, but that's going to be economic, too, when oil and gas become exorbitantly pricey. So if we want to maintain our economic vitality, growth and develop it, we've got to ring the Bay. PH-SJ17-3 con't.

Now, as far as environmental concerns about the wetlands, I ride, from Alviso, the old salt ponds, my bicycle. There's a train that goes by, some freight train, you know, the rabbits are still, you know, the birds still fly. If it's done, developed responsibly, which I'm sure it will be, the Altamont Pass will be a great benefit to those commuters and to, again, the economic vitality of this Bay Area. PH-SJ17-4

Thank you very much.

COMMISSIONER DIRIDON: Thank you.

Katie Sterns is next, California Partnership for the San Joaquin Valley, and Robert Allen will follow.

MS. STEVENS: I have to apologize, my handwriting is so terrible. My name is Katie Stevens.

COMMISSIONER DIRIDON: Oh, I'm so sorry.

MS. STEVENS: No problem. It's terrible.

I'm here to provide the working position on high-speed rail adopted by the Board of the California Partnership for the San Joaquin Valley. PH-SJ18-1

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As you may know, the Partnership is a unique public-private collaboration created by Governor Schwartzenegger. Led by our appointed board, the Partnership has engaged thousands of people in the eight counties of San Joaquin Valley to focus on action strategies that improve the economic vitality and quality of life for valley residents.

On August 9, the Partnership held a special meeting in the valley on high-speed rail, attaining comments from a large and diverse stake holders, including the lieutenant governor and Congressman Jim Costa. The board developed the following working position: The high-speed rail needs to serve the entire San Joaquin Valley, Bakersfield to Sacramento, and the region must stay together as it works toward implementation of the initiative. .1.

15.5 million must stay in the 2007-2008 budget as a minimum funding level. Obviously, that was realized. The high-speed rail ballot measure must stay on the 2008 ballot. The Federal government needs to contribute to the high-speed rail project. Congress should seriously consider the establishment of a Federal high-speed rail authority with powers similar to California's authority. Passenger rail also is a priority of the valley and is meeting immediate demand

PH-SJ18-1 con't.

while the high-speed rail initiative will address mid and longterm demands.

PH-SJ18-1 con't.

Land use patterns are critical success factors for high-speed rail. The blueprint regional planning process needs to be tightly connected to the efforts to implement high-speed rail in the valley and the route between the San Joaquin Valley and the Bay Area will have a significant impact on the valley being served within the entire region.

PH-SJ18-2

We anticipate that the amendments to the position may soon be made to provide particular direction to this body regarding a preferred alignment alternative. We'll be sure to share that with you as soon as possible.

PH-SJ18-3

I also want to thank the Authority for working with us to pursue an additional meeting in the Central Valley. As you know, there is significant high-speed rail ridership projected from the valley. We believe that two public hearings held in the valley will provide stakeholders in the region a more sufficient opportunity to comment on the study, including the preferred alignment and station location options.

PH-SJ18-4

I just came from an air quality meeting earlier today and I have to say the valley is really excited about this and we look forward to continuing to work with you.

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Thank you very much. PH-SJ18-4 con't.

COMMISSIONER DIRIDON: Katie, thank you, and I hope our train can go as fast as you can talk.

MS. STEVENS: Right. Thank you.

COMMISSIONER DIRIDON: Let's see if our recorder would like a break.

Do you fell --- all right.

We'll take a five-minute break and we'll come back to the presentation by Bob Allen, former BART board member and Bill Dawson will follow Bob.

(Break taken.)

COMMISSIONER DIRIDON: The hearing is back in session. The reporter is refreshed.

Bob Allen is next and Bill Dawson will follow -up.

MR. ALLEN: I'm Robert Allen, a former BART director and retired from the Southern Pacific where I worked for the Western Division Engineering and Operations for about 25 years and we operated most of the railroad between San Luis Obispo and Sacramento so I'm somewhat familiar with the railroad operations here. PH-SJ19-1

I would certainly support --- at one time, I did support having high-speed rail come by the Altamont Pass, but at the present time, it makes more sense to have high-speed rail come over the Pacheco Pass to San

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Jose, up to San Francisco, and to have high-speed rail ultimately take over the operation of the Capitol Corridor between San Jose and Oakland and Sacramento and to run the spine line of the high-speed rail up the San Joaquin Valley. PH-SJ19-1 con't.

I would urge that any investment in the Altamont Pass Corridor be made by extending BART over to that spine line, extending from the Dublin - Pleasanton Station, through Livermore, along the old SP railroad line pass, up to --- along the old Altamont Pass Road and Tracy.

I certainly urge that this general scheme include two new high-speed rail lines up to Sacramento, up to San Francisco, that there be an upgrade by high-speed rail of the Capitol Corridor, that it run through the Mulford line basically of the Southern Pacific, through Newark. Instead of going along the hill, Milpitas line, let it go up along the Mulford line and stay, possibly stay east of Interstate 880 in between Mulford and the Coliseum, Oakland Airport, and that there be an intermodal station in Oakland at Magnolia which would require a new BART line between the Washington Street Corridor in Oakland and the Transbay tube, bypassing the present West Oakland station. That would be somewhat expensive but it would allow a good

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intermodal connection at Magnolia near the old post office in Oakland, a beautiful connection between BART coming into the bay from San Francisco and all the high-speed rail, which I would hope that high-speed rail would be operating between San Jose and Sacramento. PH-SJ19-1 con't.

Thank you.

COMMISSIONER DIRIDON: Robert, it's still nice to have you here. You have been doing these things for a long time. People still listen to old records.

MR. ALLEN: I hope we get BART to San Jose, too.

COMMISSIONER DIRIDON: You bet.

Bill Dawson who represents himself will be followed by Michelle. Michelle doesn't have a last name on the card.

MR. DAWSON: Distinguished Commissioners and Director Morshed, my name is Bill Dawson. I'm an attorney in San Jose and I'm here on my own behalf.

I have grown up and lived most of my life in the Bay Area and particularly on the Peninsula. I was going to speak shortly to the alignment, San Joaquin Valley, but most everybody has spoken out at least for the Pacheco Pass Alignment which I would certainly support if only because it does not degrade the magnificent Don Edwards Wildlife area I have come to know PH-SJ20-1

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and use quite a bit. PH-SJ20-1 con't.

On a more general level, I would like to speak on behalf of the high-speed rail for an environmental issue that hasn't been raised today and that is in particular, my age. I frequently have traveled in France and Germany and I have used the high-speed rail systems there. I have been disappointed that the system is not in operation yet in California which seems so ideally suited for such a system.

My son and daughter live in Southern California and drive to our home on the Peninsula. My wife and I frequently make that same reverse trip. Either way, this PH-SJ20-2 trip frequently takes six to nine hours by car and is exhausting and aggravating and as my wife and I get older --- and I just turned 65 --- I find it is also potentially dangerous which is no small concern to myself and my family. The death and injury rate on this corridor would be substantially reduced by high-speed rail, as indicated by the environmental report.

While a small vignette in the overall scheme of things, our family's experience encapsulates, I'm sure, the feelings and concerns of perhaps millions of other similarly-situated people in California who have frequently driven the length of California and have experienced the same stress on this trip that we have and

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would welcome this safe alternative. PH-SJ20-2 con't.

COMMISSIONER DIRIDON: Thank you, Bill.

Michelle is next? I'm sorry I'm not going to be able to identify you any further. I think Michelle must have moved on.

Ward Crary is next. Steve Van Pelt will follow.

MR. CRARY: Thank you very much for coming, Mr. DIRIDON and Members of the Rail Authority. I'm glad you're here.

Anyway, I rode Light Rail from seeing a movie at the Oakridge Mall and it's fast and I'm thankful for that and also thankful for BART. I've ridden it to Bay Point and other points and it's a real fast transportation, doing the bullet train to the Giants games. That was terrific. I think high-speed rail will PH-SJ21-1 be the ultimate and thrilling as far as transportation, getting to and from LA to here and the San Francisco and also to Sacramento from LA.

Anyway, I just wanted to say that I support the Pacheco Pass high-speed rail plan, the route there, through there, and, well, just backtracking a bit, of course, high-speed rail to San Francisco, you can get to the ballpark really quick and if they build the east ballpark in Fremont, you can get there real quick, too.

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Maybe they could build a stop somewhat near there to serve the City of Fremont and the ballpark if it's built there and also the Light Rail, high-speed rail will relieve overcrowding at the airports and here in San Jose and San Francisco and Oakland and LA to boot, and it would be a safer way to go with the train and less hassles as far as safety precautions and all that, although we have to have them at the airports, that's true, and we all have to be safe. PH-SJ21-1 cont.

I'd say it provides direct service to LA through Pacheco Pass, the old proverbial saying, the shortest distance between two points is a straight line, and Pacheco Pass makes common sense going through there to LA and also going back, you go there and back the same day, and that would be terrific, too.

I have always had a dream sometime, to backtrack a bit, I went to Disneyland when I was 8, Disneyland when I was 15, Disneyland when i was 31. The next time I go, I'll probably be in my early '60's. I was twice as old as I was before so hopefully the train can be built by the time I'm 65, or maybe a little bit earlier and keep on the schedule.

So I really support high-speed rail and it just makes sense to have a 21st Century transportation solution to the overcrowding and the problems getting

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PH-SJ21-1 con't.

from a long distance fast.

Thank you very much.

COMMISSIONER DIRIDON: Thank you, Ward.

Next is Steve Van Pelt, followed by Patrick Moore.

MR. VAN PELT: Hi, I'm Steve Van Pelt and I'm a private citizen representing myself.

I work in Silicon Valley. Some of you have seen me about. I am a transit advocate and the first thing I got involved with is high-speed rail back in the days of Peter Hall and U. C. Berkeley. How far does that go back?

PH-SJ22-1

I think we need to really focus in on what the goal is. I haven't heard it mentioned today at all. The goal is to get people as fast as we can from downtown LA to downtown San Francisco and so I have a few things to suggest as tweaks to the current plan because I am very concerned that all the things that are happening of going through the city centers of a lot of the cities in the Central Valley, I don't think we're really going to achieve the speed and the timeliness that we would really like and is really going to be necessary to drive the profit.

There is a leap of faith, I think, that's required. I can't tell you how we're going to make the

PH-SJ22-1 con't.

voters believers, but I believe you are right, and that is we need to have the first segment that will be so successful, it will have such a profit that it will fund the whole remainder of the system. That really is a leap of faith for the California public, you have to admit.

How many of our projects, particularly transit, that have theoretically going to be returning a profit never did? All right?

So my first thing to say is, here's the article from the San Jose Mercury News this morning and it quotes a misconception that says they basically favor Pacheco because that would ensure every train stops at San Jose. If every train stops at San Jose, that defeats the major purpose of the fastest time from San Francisco to LA.

I've seen some of the plans and I believe the station design really allows for through-tracks and then also the ability to stop, but we can't afford to have any stops for most of the expresses that are really going to be the drivers for the profitability --- no stops between downtown San Francisco and downtown LA.

I would suggest in that vein, I heard another person really talk about this. I know an alignment that was dropped early in the game was I5 and the main reason was it did not connect with enough cities. Well, I would suggest that that's the perfect first route, the starter

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route, because it does not connect with so many cities and I would call that very high-speed. So high-speed rail is good enough for most of the state but for our money-making first quarter, it must be very high-speed, it must be capable of 300 miles an hour.

Now, the French have just set a record beyond that. To do it, they basically had to "soup up" their TGV trains. It was not a production train but it produced the concept they can easily go that fast if it's designed to do it. You need to design that first segment to go that fast. I actually am a believer in doing both.

Eventually, I would like to also fund the Altamont, not in the current configuration, and the reason for that is I believe because of seismic reasons in the State of California, we need to have two independent gateways into the Bay Area because one of them can be shut down for weeks at a time by a major earthquake, so I believe this would ensure the ability to route traffic to the other one. I think it may take three or four gateways into the LA region to be able to accomplish the same thing. I think seismicity into LA is a real problem.

And I would like to remind you of what a TGV is in France because it's an additional line and I kind of envision this is the way we should implement this where

PH-SJ22-1 con't.

we can use our existing rail, 120 miles an hour, something like that on the Peninsula or into LA, and it would text with a TGV segment, I'm thinking, from Gilroy to Palmdale and that's the thing you should worry about. Then you need to work with your partners at either end to have total compatability so you have like voltages, although the TGV can run on three or four different voltages, but you would like to have that as a starter point to do that.

One other point I'd like to make, there seems to be a big point about the Altamont about connecting Sacramento to San Jose and the Capitol already does that. I mean it doesn't do it as elegantly as this potentially could, but I have been a real proponent of the Pacheco route since day one. I remember a hearing back at the San Francisco PUC when a delegation from San Jose showed up and in those days, San Jose was not even on the radar of high-speed rail and they really advocated for the fact they should be a main target for high-speed rail routes, and I totally believe that.

I was in a meeting in Palo Alto where this concept --- Palo Alto really favors the route coming through them, but they are also of a like mind and that means that every train stops in Palo Alto, all right? It takes a little more engineering than that because you

PH-SJ22-1 con't.

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have to have people that are waiting for the next train waiting over there while a train goes through at 120 to 150 miles an hour over here. It requires things that don't even exist on CalTrain in the Peninsula right now. PH-SJ22-1 con't.

Thank you for your consideration.

COMMISSIONER DIRIDON: Thank you.

Patrick Moore, followed by Patricia Dixon.

MR. MOORE: I should have added I'm with the Sierra Club, I'm sorry.

I guess as I listen to this, it's really kind of discouraging because we all have heard, you know, how long we have been at it respectively some, you know, seems to be a couple decades and at the end of this, we only get 20 million dollars of monies the next year and I think this meeting, this hearing kind of shows why. The phrase seems to be "With friends like this, who needs enemies?" PH-SJ23-1

One of the things I'd like to talk about a little bit briefly is that the numerous supporters here for the Pacheco Pass Alignment talk about the benefits of high-speed rail would bring to CalTrain, a commuter rail system and how wonderful for improving CalTrain, would be aligned with the CalTrain build-out plan. At the same time, they ignore and discount the benefits high-speed rail, the same infrastructure, would bring to the East

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Bay, to the Altamont Corridor. Surely, the Altamont Corridor which supports a freeway that is wider in spots than 101 and 280 on the Peninsula combined and has no rail service of significance, unlike the Peninsula which supports 96 trains a day from CalTrain which is one every half hour, surely that deserves first priority, but apparently not for the Pacheco Pass people. PH-SJ23-1 con't.

This problem that they talk about with the Altamont Pass and is talked about in the plan is the number of stops that have to be made if you choose the Altamont Pass. Excuse me, CalTrain has over 30 stops. It does not stop at every stop. It can skip stops. So can high-speed trains between San Francisco and San Jose and LA. But what it can't do is it can't go where the people are if it takes it through the Pacheco Pass.

The Pacheco Pass has a single two-lane road for 100 miles with stop lights on it. We're talking about --- when we're talking about the Pacheco Pass, building an infrastructure through an area where you have no revenue. You have no ridership. This is a poor business.

You're also talking, if you look at the maps and the routes proposed through the Pacheco Pass, they build all the down to Gilroy, then go all the way back up to level again with San Jose and then going all the way

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back down again to Gilroy and then get on your way down to LA. This is called an "S." We don't do "S's" if you want to build it quick, okay?

You also don't build a system, a route where it has two to three times more tunneling to dig through those areas. That's expensive. This is poor business.

If we want this to be used and profitable, we want to build it as cheaply --- not in the terms of materials, but as cheaply in the terms of overall costs as possible, and we want to build it where the people are. Look at the I-580. There is not an open plot of land along the freeway there. Look at the Pacheco Pass. There's nothing but open land. There is no ridership there. That also means there's no way to amortize your costs of building the system. If you build it along the Altamont Pass, you have lots of Transportation Agencies that would be happy to use and pay the high-speed rail Authority for the privilege of running additional riders on the tracks.

Quite simply, another speaker also talked about the selfish voter. Using the Pacheco Pass Alignment tells the selfish voter --- he didn't say selfish vote --- there's nothing in it for them, they just vote no. All it would do is be stuck with the bill and get no benefit.

PH-SJ23-1 con't.

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But the Pacheco Pass voters are also doing themselves a disfavor because they are telling everybody who is a commuter it doesn't go down to LA frequently, that they will get no benefit out of high-speed rail. Because you keep on saying again and again and again, this is not for commuters. Well, excuse me, 99 percent of the people in the Bay Area are nothing but commuters. They don't go down to LA on a regular basis. You are telling them that there's nothing in it for them. And that's not simply true. There can be a great deal of benefit in it for them, for the commuters, and that's the only way that this multibillion dollar project can get funded.

Right now, because of this, we are getting nothing, we are getting peanuts. We are having to explain to a European the benefits of the high-speed rail system --- a European. I mean, Arnold came from Europe. He should know all about this. Maybe he's not supporting this because of the fact that people are building every which way if we use the Pacheco Pass. That's not serious. Let's be serious. Build where people are, where the population is. Build it with a business sense about us.

PH-SJ23-1 con't.

The last final point I'll just say briefly. The alleged problems, environmental problems of going

PH-SJ23-2

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San Jose Public Hearing Transcripts – Continued

over the bay are vastly overblown compared to the environmental problems of going through the mountains and on the east side of those mountains. PH-SJ23-2 con't.

Thank you very much.

COMMISSIONER DIRIDON: Thank you, Patrick.

Patricia Dixon who is a Redwood Shores resident, sits on the San Mateo County Commission on Disabilities, Transportation Authority.

MS. DIXON: Thank you. Good afternoon. Good evening.

COMMISSIONER DIRIDON: I should mention that Margaret Okuzumi, Bay Rail Alliance will be next.

MS. DIXON: I'm going to be the spoiler in all this. When this first started, I was very much for the Pacheco Pass but I feel this is a very strong viable project but unless you get moving on it, it's going to miss its mark.

I was born and reared in Palo Alto in the '40's, I took the train to San Jose State, I've taken the daylight to LA. I like to ride the train. It's easier than driving but as you can see, when I have problems sitting for a long period of time, then I have trouble. PH-SJ24-1

I want to see a two-hour train trip, I want to get where I'm going. I really would like to see this come off the valley. I would very much like it to cross

over to Union City and, all shudder, I would like it to come across Dumbarton. They are going to start rebuilding that train track. They can get that going prior to what you're doing here with the high-speed. PH-SJ24-1 con't.

Now I would love to see it finished by 2025 but I don't know if you're going to 2035 and I can't handle 105. I know I can make it to 100 but not beyond that. But I really want to see a viable project get going and if you don't dally too long, then there's too much money spent. First, I don't think it's ever going to get going so let's move it along.

Thank you.

CHAIRMAN KOPP: Thank you.

COMMISSIONER: Thank you.

CHAIRMAN KOPP: Amen.

COMMISSIONER DIRIDON: Margaret Okuzumi is next and she'll be followed by John Francis Maggio.

. Margaret, thank you for being here at the second hearing.

MS. OKUZUMI: Well, thank you. I will not be repeating my comments from yesterday but, well, and first I'd like to say congratulations. We are greatly relieved to hear the news this morning about the 20.7 million so that was a huge relief. So for that we are very thankful. PH-SJ25-1

San Jose Public Hearing Transcripts – Continued

Yesterday, I made a statement that was not quite correct so I would like to offer the correction today. Yesterday, I had said that the length between San Francisco and --- well, the correct statement that I should have said is that our concern with at Altamont versus Pacheco is that if you're going from San Francisco Airport to Sacramento, the length of the Pacheco route is twice that of going over the Altamont route and as you see in your Draft EIR, it adds 45 minutes to a 60-minute trip. This is really significant. Although many most high-speed rail riders would be going between the Bay Area and Los Angeles, the 10-minute difference between Altamont and Pacheco for going to Los Angeles is not nearly as much of a deal-breaker for people choosing to take high-speed rail than the huge difference in time going to Sacramento when high-speed rail is extended there and so that has huge implications to people who will be choosing whether to drive or whether to take the train and that is a concern for us.

PH-SJ25-1 cont.

If you look at where the population is expected to grow specifically and you look at what most of the --- what the rail rider groups are supporting, with most of the environmental groups supporting, there's a reason why we have been looking at this and seeing that the Altamont route has more benefits, offers more benefits to the Bay

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Area as a whole and to riders and the experience of riders.

PH-SJ25-1 con't.

Then I will repeat from yesterday that San Jose for the benefit of folks here who didn't hear me yesterday, is that San Jose would be --- would be seen as a much more significant city if it were an end point, not just a stop on the way to San Francisco.

Finally, you've heard from some folks from the San Joaquin Valley, the Central Valley and we would urge you to consider what it will take to pass a bond measure in November 2008. We need the support of those folks and that will be another reason for us supporting Altamont, we think, from a technical and apparently from an environmental, though, I'm sure you'll be hearing from environmental groups on this from a railriders perspective that Altamont is the route we favor, and we will be submitting some further detailed comments on this.

PH-SJ25-2

Thank you.

COMMISSIONER DIRIDON: Thank you, Margaret and thank you for your tenacious support for mass transportation.

John Francis Maggio, followed by Charles Smith, both representing themselves.

MR. MAGGIO: Good afternoon. Thank you very

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San Jose Public Hearing Transcripts – Continued

much.

The Gregory Plaza Neighborhood Association represents an area that lies adjacent to the railroad tracks that are traveled by Cal-Train, Amtrac and Southern Pacific freight lines. Our neighborhood suffers from problems as a result of this railroad grade that range from blight to the lands alongside and adjacent to the railroad grade, along with excessive noise pollution particularly at night. Historically, our neighborhood and its association has found the railroad and the Joint Powers Board to be poor neighbors, unresponsive to the interests of the residents alongside this railroad grade. PH-SJ26-1

Gregory Plaza wishes to reduce not to increase the traffic and the impact along this railroad grade while at the same time we wish to increase cooperation with the railroad and the Joint Powers Board to better respect their neighbors and to establish quiet zones in our neighborhood for the reasons of blight, noise pollution and excessive impact on our neighborhood.

The Gregory Plaza Neighborhood Association does not support the Pacheco Pass Alignment.

Thank you for allowing me to express this concern. Thank you.

COMMISSIONER DIRIDON: The next speaker is Charles Smith, and Jonathan Miller will be our last

speaker.

MR. SMITH: I'm Charles Smith.

First, I want to say thank you for having this public meeting. I'm very much in favor of high-speed rail between Northern and Southern California. I wish you would push it along faster than 27 years from now is what you're talking about. PH-SJ27-1

I fair the Pacheco Pass Alignment at least for Phase 1 as being the most logical route between the Bay Area and the Los Angeles Basin and for all the reasons that have already been stated. So that's all I'm going to say.

Thank you.

COMMISSIONER DIRIDON: Thank you very much, Charles.

Jonathan Miller will be our last speaker.

MR. MILLER: Thanks to the Commission for letting me speak. There's a lot of really high-powered folks speaking here. I'm just an ordinary citizen in San Jose. I've just come from six months living in Europe where the rail systems are exceptional, especially PH-SJ28-1 high-speed rail.

What you are talking about, as I understand it, at least from the fancy pamphlets and brochures you have up there, are very fast trains between the main urban

San Jose Public Hearing Transcripts – Continued

economic and tourist centers of California. That, to me, means the LA Area and the Bay Area, at least initially. So most of the issues raised by, to me, raised by the alternative route through the Altamont Pass have to do with local commuter issues --- and I'm not trying to minimize that, those are important and should be involved but solved by other transit options, including other types of rail, electrification of existing rail and so forth. We should most surely upgrade those rail connections between Central Valley, Bay Area and the Monterey area.

My analogy of Eurostar Rail, for example, these are the types of trains you're talking about, why would you make more than just a very few stops? I would like to reiterate what the gentleman in the red shirt said earlier --- I think he's taken off --- the concerns that have been raised by the high-speed rail, for example, promoting sprawl are irrelevant because the high-speed rail system should just go through the area, shouldn't stop there.

If you were to build high-speed rail through the Central Valley --- and actually this high-speed rail would come through part of the Central Valley, the question is whether it goes through the Altamont or not --- but if you went through Central Valley and you made

PH-SJ28-1 con't.

stops you would presumably connect LA and Sacramento. If you stopped in Fresno and Merced and Stockton and Tracy, then it's no longer high-speed rail. So if you are really trying to build that analogy high-speed rail like Eurostar then again I would reiterate we should connect the LA area and the Bay Area.

Thanks.

COMMISSIONER DIRIDON: Thank you, Jonathan.

Let the record show that we have received written communication from Jerry Huang, H-u-a-n-g. That communication being submitted to the recorder for addition to the record today and that we do appreciate all of you coming here and many of you staying throughout the testimony.

The rest of the public hearings have been publicly noticed and as the Chair mentioned at the beginning of these, will extend on through the beginning of September and concluding up in Stockton. The more local one will be in Gilroy coming up next week and we certainly invite you to be cognizant of those, too.

Thanks again for sharing your time with us. Please do remember to provide written testimony if you wish to do so.

This hearing is adjourned.

PH-SJ28-1 con't.

San Jose Public Hearing Transcripts – Continued

(Whereupon, the proceedings were adjourned at 6:05 p.m.)

---oOo---

I, the undersigned, a Certified Shorthand Reporter duly licensed by the State of California, hereby certify that the foregoing proceedings were held at the time and place herein stated; that the testimony of the witnesses was reported by me, a Certified Shorthand Reporter and disinterested person, and was thereafter transcribed under my direction into typewriting; that the foregoing is a full, complete and true record of said proceedings.

I further certify that I am not of Council; or attorney for either or any of the parties, nor am I in any way interested in the outcome of the cause named.

IN WITNESS WHEREOF, I have hereunto set my hand this 31st day of August 2007.

_____

MARY P. RADOCY, CSR #3355

Responses to the San Jose Public Hearing Transcripts, August 24, 2007

PH-SJ1-1

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

PH-SJ2-1

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The Preferred Alternative would avoid impacts on Don Edwards National Wildlife Refuge.

PH-SJ2-2

Please see Response to Comment PH-SJ2-1.

PH-SJ2-3

Please see Response to Comment PH-SJ2-1.

PH-SJ3-1

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

PH-SJ4-1

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

PH-SJ5-1

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

PH-SJ5-2

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The ridership forecasts found high ridership potential for both the Pacheco Pass and Altamont Pass alternatives.

PH-SJ5-3

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

PH-SJ6-1

Comment acknowledged.

PH-SJ6-2

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The Preferred Alternative would avoid impacts on Don Edwards National Wildlife Refuge.

PH-SJ6-3

Comment acknowledged.

PH-SJ7-1

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

PH-SJ8-1

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

Preferred Alternative. The Preferred Alternative includes a potential HST station at Gilroy.

PH-SJ9-1

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

PH-SJ10-1

Comment acknowledged.

PH-SJ10-2

This Final Program EIR/EIS references connection to Mineta San Jose Airport in the Summary Table S.8-1 and in Chapter 7 for network alternatives that have the San Jose Diridon station termini.

PH-SJ10-3

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

PH-SJ10-4

Table 4.2-1 shows that the Pacheco Alternative does not include a station at Stockton. The Program EIR/EIS is not evaluating a "starter program." The Program EIR/EIS appropriately evaluates the costs for the proposed HST system within the study area for both the Pacheco Pass and Altamont Pass alternatives. In both cases, these costs include the HST alignment through the Central Valley within the study area.

PH-SJ10-5

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

PH-SJ10-6

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

PH-SJ11-1

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

PH-SJ12-1

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

PH-SJ13-1

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The Preferred Alternative includes a potential HST station at Gilroy.

PH-SJ14-1

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

PH-SJ15-1

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The Preferred Alternative includes the potential HST termini station at San Francisco at the Transbay Transit Center.

PH-SJ15-2

Please see Response to Comment PH-SJ15-1.

PH-SJ16-1

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

PH-SJ17-1

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

PH-SJ17-2

Comment acknowledged. Please see the Summary and Chapter 8 of this Final Program EIR/EIS. The Authority is working with regional stakeholders on the review of and possible funding for Altamont Corridor rail improvements to serve the travel market between the northern San Joaquin Valley and the Bay Area.

PH-SJ17-3

Please see Response to Comments PH-SJ17-1 and PH-SJ17-2.

PH-SJ17-4

Please see Response to Comments PH-SJ17-1 and PH-SJ17-2.

PH-SJ18-1

Comment acknowledged.

PH-SJ18-2

Comment acknowledged.

PH-SJ18-3

Comment acknowledged.

PH-SJ18-4

Comment acknowledged.

PH-SJ19-1

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

PH-SJ20-1

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

PH-SJ20-2

Comment acknowledged.

PH-SJ21-1

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

PH-SJ22-1

Comment acknowledged. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. The station design at San Jose (and other intermediate stations) allows for through-tracks. Please refer to the certified statewide program EIR/EIS (November 2005) in regards to the consideration but rejection of the Interstate 5 (I-5) alignment throughout the Central Valley. Please see the Summary and Chapter 8 of this Final Program EIR/EIS. The Authority is pursuing a separate project in the Altamont Corridor to serve the travel market between the northern San Joaquin Valley and the Bay Area.

PH-SJ23-1

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

PH-SJ23-2

The Authority and FRA disagree with this statement. Please see Standard Response 3.

PH-SJ24-1

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

PH-SJ25-1

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

PH-SJ25-2

Comment acknowledged.

PH-SJ26-1

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

PH-SJ27-1

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

PH-SJ28-1

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

Comment Letter PH-SJ29 (John Carpenter, August 24, 2007)

PH-SJ29

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COMMENT SHEET

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

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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.cahighspeedrail.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): John D. Carpenter
Title (if applicable):
Organization/Business (if applicable):
Address: 905 W. Middlefield Rd, #915
City: Mountain View State: CA Zip: 94043
Phone: 650-960-1256 Fax:
Email: john.carpenter
Meeting Date: 24 Aug 2007 Meeting Location: San Jose

COMMENTS:

1) I encourage the study of MTC concept ~~where~~ where ~~the~~
a) Altamont/Dumbarton is for regional high speed rail PH-SJ29-1
b) Pacheco is for express high speed rail
2) I encourage the study of two alternatives for the Bay Area segment of the Altamont option:
a) Dumbarton w/high bridge (regional HSR is not full HSR) and a tunnelled curve to serve Menlo Park through Santa Clara
(b) A tunnelled curve from the 880 routing of the HSR to the current Caltrain corridor PH-SJ29-2
This is because the regional HSR would, in part, support commuting from the central valley to the Mid-Peninsula and there is a possibility that (b) would serve the commuter in the same amount of time that (a) would just serve Palo Alto and would save having to build the bridge.
3) Airport interconnectivity will be important for climate change issues (over)) PH-SJ29-3

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3) cont. The Pacheco route allows the split at San Jose to both of the northern cities and will be in a position to enable the establishment of rapid transfers between the airports. This would reduce the redundancy of flights with the Bay Area and allow the use of larger aircraft with reduced emissions/passenger. PH-SJ29-3 Cont.

Response to Letter PH-SJ29 (John Carpenter, August 24, 2007)

PH-SJ29-1

Please see Standard Response 3 in regards to the identification of the Pacheco Pass as the Preferred Alternative. The Authority and FRA believe that is recommendation is consistent with the "MTC concept."

PH-SJ29-2

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

PH-SJ29-3

Comment acknowledged. The purpose of the HST system is defined in Chapter 1 as follows:

> *The purpose of the Bay Area HST is to provide a reliable high-speed electrified train system that links the major Bay Area cities to the Central Valley, Sacramento, and Southern California, and that delivers predictable and consistent travel times. Further objectives are to provide interfaces between the HST system and major commercial airports, mass transit, and the highway network and to relieve capacity constraints of the existing transportation system in a manner sensitive to and protective of the Bay Area to Central Valley region's and California's unique natural resources.*

Comment Letter PH-SJ30 (Susan Bradley, August 24, 2007)

PH-SJ30

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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.cahighspeedrail.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): Susan Bradley

Title (if applicable):

Organization/Business (if applicable):

Address: P.O. Box 1104

City: San Jose' State: CA Zip: 95108-1104

Phone: (408) 995-3478 Fax:

Email:

Meeting Date: 8-24-2007 Meeting Location: San Jose' City Council Chambers

COMMENTS: I think that the Pacheco Pass alignment should be used. This would eliminate the need for an expensive additional crossing of the San Francisco Bay. It would have other advantages over an Altamont Pass alignment. PH-SJ30-1

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Response to Letter PH-SJ30 (Susan Bradley, August 24, 2007)

PH-SJ30-1

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

Comment Letter PH-SJ31 (Robert Allen, August 24, 2007)

PH-SJ31

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Attn: California High-Speed Train
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Comments may also be submitted through the Authority's Web site: **http://www.cahighspeedrail.ca.gov/**

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

Name (please print): Robert S. Allen

Title (if applicable): BART Director, District 5 (1974-1988)

Organization/Business (if applicable): –

Address: 223 Donner Avenue

City: Livermore State: CA Zip: 94551-4240

Phone: (925) 449-1387 Fax:

Email:

Meeting Date: 24 August 2007 Meeting Location: San Jose

COMMENTS: In the past I strongly supported an Altamont Pass route. No more! CA HS rail should enter the Bay Area via Pacheco Pass.

HSR should have two new lines and replace Capitol Corridor.

One of the new line would run between Southern California and Sacramento through the Central Valley.

The other new line would run between Southern California and San Francisco via Pacheco Pass, San Jose, and the former SP peninsula corridor. PH SJ31-1

The upgraded Capitol Corridor should link San Jose with Oakland and Sacramento via Santa Clara, Newark, Mulford, Oakland Airport, a joint BART intermodal at Magnolia and Martinez. A new BART line between the Washington Street Portal and the transbay tube would by-pass the West Oakland station and run on the water side of the post office.

Altamont Pass should be served by an extension of BART in the I-580 median along the former SP and Old Altamont Pass Road, through Mountain House and Tracy to an intermodal station on the HSR Valley spine line. San Joaquin Valley commuters would be far better served by BART-type service than by HSR.

(over)

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Planning for a peninsula corridor upgrade to at least 4 tracks fully grade separated would allow 2 local tracks and 2 express tracks. The local tracks could be either conventional Caltrain or BART trains.

CA HSR could well stay on the water (west) side of I-880 between Mulford and Fruitvale, bypassing Elmhurst in East Oakland.

A Magnolia intermodal could provide superb San Francisco–Sacramento service without the need for a new tube under SF Bay. PH-SJ31-1 con't.

Response to Letter PH-SJ31 (Robert Allen, August 24, 2007)

PH-SJ31-1

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

Comment Letter PH-SJ32 (Jerry Huang, No date)

PH-SJ32

California High-Speed Rail: A "Zero Gravity" Fly over Golden State?

We are all hoping for the success of California high-speed rail (HSR) in the near future. I used to work for Taiwanese HSR. It is very important to capture public attention for a project like this. The following suggestion can be at least a publicity campaign effort to bring the curiosity, interest and possibly, the partnership of the businesses all over the world.

The future California HSR can be very different from any others by providing an optional "weightless" ride. So, it'll serve not only as a mass transportation system like in Europe and some Asian countries, but also an amusement attraction for tourists to experience zero gravity like astronauts in space. This may sound crazy at first. The idea is not so radical after giving some deeper thought. After all, NASA is doing similar practice routinely for a long time.

PH-SJ32-1

An optional side track can be built to follow a parabolic path, making use of the terrain, tunnel and bridge structures in order to make it like a projectile trajectory. Weightlessness can be achieved by adjusting speeds of the train on the track. With the speed of the train in the range of over 200 miles per hour, more than fifteen seconds of zero gravity inside the trains is possible. This is fun enough for any thrill seeker. There are varieties of land shapes along the proposed routes. 3-Dimensional terrain maps can be used to find optimal sections to construct this fun ride.

California is known for its tourist attractions and innovations in the industry. This is a chance to bring the world's imagination into the future!

Jerry Huang
(408) 923 6875
1763 Creekstone Circle
San Jose, Ca 95133

Response to Letter PH-SJ32 (Jerry Huang, No date)

PH-SJ32-1

Comment acknowledged. This comment is beyond the scope of this program-level EIR/EIS.

Comment Letter PH-SJ33 (Ward Crory, August 24, 2007)

PH-SJ33

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

Name (please print): Ward Crory
Title (if applicable):
Organization/Business (if applicable):
Address: 1195 Janmarie Ct.
City: San Jose State: CA Zip: 95121-2530
Phone: 629-9269 Fax:
Email:
Meeting Date: 8/24/07 Meeting Location: San Jose City Hall

PH-SJ33-1

-for High-speed rail

COMMENTS: There was an objection raised to building the Pacheco Pass proposed route between Gilroy and Merced since there were no major centers of population and little population along that portion of the route. However, you can't and don't need to have perfect conditions in population to see the benefit to building along that portion of the route since that shortfall in passenger ridership is more than made up for by the other major population centers from San Francisco to Los Angeles.

Also any environmental concerns along the Pacheco route can be met through creative means and possibility thinking - where there's a will, there's a way.

Maybe, to appease more voters, the alternate route could be built with just a comparatively few major stops between Sacramento and San Jose, but that would be the future extension after the other proposal - the Pacheco pass route is built

U.S. Department of Transportation Federal Railroad Administration

Response to Letter PH-SJ33 (Ward Crory, August 24, 2007)

PH-SJ33-1

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

Comment Letter PH-SJ34 (Jim Stallman, August 24, 2007)

PH-SJ34

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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): Jim Stallman
Title (if applicable):
Organization/Business (if applicable):
Address: 19740 Braemar Dr.
City: Saratoga State: CA Zip: 95070
Phone: 408 867 9797 Fax:
Email: j.stallman@comcast.net
Meeting Date: 8-24-2007 Meeting Location: San Jose

COMMENTS: It looks like the EIR missed considering routing HSR from Altiment Pass along 580 all the way to the Bay whereupon it would connect SFO & OAK via a Bay Tube. This routing warrants consideration if HSR is to better help relieve airport capacity ceilings. PH-SJ34-1

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Response to Letter PH-SJ34 (Jim Stallman, August 24, 2007)

PH-SJ34-1

Comment acknowledged. Please see Chapter 2. A further extension of the Altamont Pass I-580 alternative was considered but rejected as part of this Program EIR/EIS process.

Comment Letter PH-SJ35 (Thom Chivers, August 24, 2007)

PH-SJ35

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

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COMMENT SHEET

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.cahighspeedrail.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): Thom Chivers
Title (if applicable): retired person of California
Organization/Business (if applicable):
Address: 3529 Edgeman St.
City: San Jose State: CA Zip: 95148-2246
Phone: 408 223-2112 Fax:
Email:
Meeting Date: 8/24/07 Meeting Location: SJ City Hall

COMMENTS: ① A 200mph train may make an "attractive" means for suicide

PH-SJ35-1

② Why not upgrade Bart/ACE train/CalTrain service from the bay area to connect with a central valley high speed rail along both routes

U.S. Department of Transportation Federal Railroad Administration

Response to Letter PH-SJ35 (Thom Chivers, August 24, 2007)

PH-SJ35-1

Comment acknowledged. The HST system would be fully fenced when at-grade to prevent intrusion of the right-of-way. Please see Standard Response 3 and Chapter 8 regarding the identification of Pacheco Pass as the Preferred Alternative. HST network alternatives that terminated in San Jose or Union City (and connected to local transit) were considered but rejected since these would not meet the purpose and need of the proposed HST system. Please see Chapter 8 of this Final Program EIR/EIS.

Comment Letter PH-SJ36 (Jim Costa, Congressman, August 24,2007)

PH-SJ36

JIM COSTA
20TH DISTRICT, CALIFORNIA

EMAIL: congressmanjimcosta@mail.house.gov
WEB PAGE: www.house.gov/costa

COMMITTEE ON NATURAL RESOURCES
SUBCOMMITTEE ON
ENERGY AND MINERAL RESOURCES
CHAIRMAN
SUBCOMMITTEE ON
WATER AND POWER

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEE ON AGRICULTURE
SUBCOMMITTEE ON
CONSERVATION, CREDIT, ENERGY AND RESEARCH
SUBCOMMITTEE ON
LIVESTOCK, DAIRY AND POULTRY

COMMITTEE ON FOREIGN
AFFAIRS
SUBCOMMITTEE ON
EUROPE
SUBCOMMITTEE ON
MIDDLE EAST AND SOUTH ASIA

August 24, 2007

The Honorable Quentin L. Kopp
Chairman, California High-Speed Rail Authority
925 "L" Street, Suite 1425
Sacramento, CA 95814

Dear Judge Kopp:

In January 1863, the Central Pacific Railroad broke ground in Sacramento to start the Transcontinental Railroad which would finally link the East and the West of the United States. This project took 6 years to complete, but revolutionized the way American's traveled in the 19th century. Today, California is on the threshold of another transportation first: an inter-modal high-speed rail system.

California is known throughout the world as a leader in many things. Our movies entertain families, our national parks offers breathtaking views and our farmers feed people across the U.S. and the globe. We have a transportation system which is known for its vast and intricate systems design. Sadly, our transportation systems are now outdated and nearing their breaking point. While our leaders were wise in building a high-quality freeway system following World War II, we are now running out of room to build large freeways or expand our airports. California is projected population is expected to rise to 50 million by 2020. This growth will require new modes of transportation to ease transportation congestion and its associated impact on the environment across our state. We can not afford to wait to address these future realities. PH-SJ36-1

As you are well aware, Europe and other nations are way ahead of us when it comes to rail travel. In order for California to move into the 21st Century, there are still many steps which need to happen for high-speed rail to become a reality for us. First, Californians must pass a $9 billion bond measure next November to help start funding development and construction of a high-speed rail system. I take great pride in being the original author of this $9 billion High Speed Rail bond measure that was first scheduled to be on the ballot in 2004. Unfortunately, this measure has been removed from the ballot the past two election cycles. It is vital that the Governor allows this proposition to remain on the November 2008 ballot. Secondly, the private sector must step up and be willing to pick up another third of the project; much like the Big Four did to fund the Central Pacific line of the Transcontinental Railroad in the 1860s. PH-SJ36-2

WASHINGTON OFFICE:
1314 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-3341
FAX: (202) 225-9308

DISTRICT OFFICE:
855 M STREET, SUITE 940
FRESNO, CA 93721
PHONE: (559) 495-1620
FAX: (559) 495-1027

DISTRICT OFFICE:
2700 M STREET, SUITE 225
BAKERSFIELD, CA 93301
PHONE: (661) 869-1620
FAX: (661) 869-1027

The Honorable Quentin L. Kopp *Page 2*
August 23, 2007

Finally, federal financing will need to be established to cover approximately one-third of the project cost. Major transportation and infrastructure projects are not new to the federal government. Along with the Transcontinental Railroad, the 20th Century also saw a major investment in infrastructure when the Interstate Highway System was built. President Eisenhower saw the need for an improved and efficient way to not only move military supplies and troops on the ground, but for Americans to travel the nation with greater ease, promoting an increase in commerce between states. PH-SJ36-2 con't.

Currently, I am working on federal authorizing legislation to ensure federal funding is available for high-speed rail when we need it. This authorization language will also provide the ability for other regions in our country designated as high-speed rail corridors to begin building their own systems. I am confident that the federal government will not only achieve support from the California delegation, but from representatives across the nation.

Being a strong supporter of high-speed rail, I am looking forward to watching High Speed Rail being adopted, developed and constructed in our state. Under your leadership, the California High-Speed Rail Authority has put California years ahead of the rest of the nation, and I am confident you will continue to lead the Authority through the challenges still facing it. I look forward to working with you to see high-speed rail becoming a reality in California. PH-SJ36-3

Sincerely,

JIM COSTA
Member of Congress

Response to Letter PH-SJ36 (Jim Costa, Congressman, August 24,2007)

PH-SJ36-1

Comment acknowledged.

PH-SJ36-2

Comment acknowledged.

PH-SJ36-3

The Authority and FRA appreciate Congressman Costa's support of an HST system in California.

Comment Letter PH-SJ37 (Ken Yeager, County of Santa Clara, August 23, 2007)

PH-SJ37

County of Santa Clara
Office of the Board of Supervisors
County Government Center, East Wing
70 West Hedding Street, 10th Floor
San Jose, California 95110
(408) 299-5040
Fax: (408) 299-2038 TDD 993-8272
www.supervisoryeager.org

Ken Yeager
Supervisor Fourth District

August 23, 2007

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

SUBMITTED AT AUGUST 24th PUBLIC HEARING

RE: Comments on the Draft Bay Area to Central Valley High-Speed Train (HST) Program EIR/EIS

Dear California High-Speed Rail Authority:

I write to express my support for the proposed California high-speed train system, and, more specifically, the Pacheco Pass alignment as outlined in the Draft Program EIR/EIS.

Many of the advantages of the Pacheco Pass alignment are noted in the Draft Program EIR/EIS. As called out in the document, the Pacheco Pass alignment shows higher ridership forecasts, is less costly, and has a lower level of environmental impacts, given the existing rail infrastructure already in place. In addition, utilizing San Jose Diridon Station allows for high connectivity and accessibility, serving Caltrain, ACE commuter rail, Capitol Corridor, Amtrak, VTA buses and light rail, and, a planned BART extension. Also, the Pacheco Pass alignment does not require traversing the San Francisco Bay. PH-SJ37-1

I am not alone in expressing support for the Pacheco Pass alignment. The Peninsula Corridor Joint Powers Board and the Metropolitan Transportation Commission, both of which I serve on, have taken positions of support for the Pacheco Pass alignment. I would ask that the opinion of the regional agencies be given significant consideration in determining the point of entry of high-speed rail into the Bay Area.

Silicon Valley and Santa Clara County remain one of the largest economic engines in the State. It is essential that transportation infrastructure accommodate the need to connect people to jobs. In evaluating the route that future high-speed rail would take, the necessity of travel for business and commerce must be given priority. Given the number of technology and innovation businesses with worldwide headquarters in Silicon Valley, the importance of accessible and reliable transportation must not be overlooked.

In addition, utilizing the Pacheco Pass alignment allows for linking San Francisco, San Jose, Fresno, Los Angeles and Anaheim on a single line. Long term success of high-speed rail in California will depend on the success of the initial phase, with that reliant upon attracting the necessary ridership to sustain the system. By including a stop in Santa Clara County, the county with the largest population in the Bay Area, we will ensure that nearly one quarter of Bay Area residents will live in close proximity to a station.

Innovation has long been a hallmark of Silicon Valley. The residents and businesses in Santa Clara County are eager to embrace the revolutionary concept of high-speed rail in California. I urge your support of the Pacheco Pass alignment for a more direct route in connecting California's largest population and economic regions. PH-SJ37-1 con't.

Sincerely,

Ken Yeager
Supervisor, Fourth District

Acid Free Paper

Response to Letter PH-SJ37 (Ken Yeager, County of Santa Clara, August 23, 2007)

PH-SJ37-1

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

Comment Letter PH-SJ38 (Transportation Agency for Monterey County, Debra Hale, August 24, 2007)

PH-SJ38

TAMC
TRANSPORTATION AGENCY
FOR MONTEREY COUNTY

Regional Transportation Planning Agency • Congestion Management Planning
Local Transportation Commission • Monterey County Service Authority for Freeways & Expressways

August 24, 2007

The Honorable Quentin L. Kopp, Chair
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Support of High-Speed Rail Southern Pacheco Pass Alignment

Dear Judge Kopp:

On behalf of the Transportation Agency for Monterey County, I am writing to let you know that on August 22, 2007, the Agency adopted a position endorsing the Southern Pacheco Pass alignment for the High-Speed Rail project. The southern alignment across the Pacheco Pass would have the train stopping at Gilroy and San Jose and thus would bring more riders though Gilroy and would likely increase ridership on the Caltrain corridor to Gilroy to board the High-Speed Rail system.

The Transportation Agency is planning for two rail projects in Monterey County: extension of Caltrain commuter rail service to Monterey County and passenger service to and from the Monterey Peninsula. The Agency's two rail projects complement one another and both will result in removing auto trips from Highways 1, 101 and 156. A third rail project planned for Monterey County is Amtrak's Coast Daylight service that would connect downtown Los Angeles with downtown San Francisco.

All three Monterey County rail projects will complement and connect with the High-Speed Rail system at Gilroy and San Jose if the Southern Pacheco Pass alignment is chosen as the preferred alignment, thereby further increasing ridership on this segment. The Pacheco pass alignment would be beneficial for Monterey County due to the increased ridership on train services through Monterey County and the regional economy would benefit from increased investment in infrastructure in the region and around train stations.

The three-county Monterey Bay Area had a population of 710,000 in 2000 and is projected to reach nearly a million residents by the year 2030. Our growing population needs an alternative means of getting to jobs, health care, and shopping around the region and across the state. Increased access to the rail network and connectivity to the high-speed rail system in Gilroy will help the region be more sustainable economically, environmentally and socially.

55-B Plaza Circle, Salinas, CA 93901-2902 • Tel: (831) 775-0903 • Fax: (831) 775-0897 • Website: www.tamcmonterey.org

We appreciate the opportunity to comment on this exciting project.

Sincerely,

Debra L. Hale
Executive Director

cc: Hon. John Laird, 27th Assembly District
Hon. Anna Caballero, 28th Assembly District
Hon. Jeff Denham, 12th Senate District
Hon. Abel Maldonado, 15th Senate District
Hon. Jim Beall, Jr., 24th Assembly District
San Jose Mayor Chuck Reed
Gilroy Mayor Al Pinheiro
Morgan Hill Mayor Steve Tate
San Mateo County Transit District Chief Executive Officer Michael J. Scanlon
Santa Clara Valley Transportation Authority General Manager Michael Burns
Silicon Valley Leadership Group President & CEO Carl Guardino

P:\Correspondence\2007\Kopp - southern HSR route endorsement.doc

Response to Letter PH-SJ38 (Transportation Agency for Monterey County, Debra Hale, August 24, 2007)

PH-SJ38-1

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

Public Hearings Comments

Stockton

Stockton Public Hearing Transcripts (September, 18, 2007)

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

EIR/EIS PUBLIC COMMENTS HEARING

SAN JOAQUIN COUNCIL REGIONAL CENTER

BOARD ROOM

STOCKTON, CALIFORNIA

TUESDAY, SEPTEMBER 18TH, 2007 - 4:00 O'CLOCK P.M.

---ooo---

REPORTED BY: ANGIE MATERAZZI, CSR 13116

A P P E A R A N C E S

HON. QUENTIN KOPP

Chairman of the Board

California High-Speed Rail Authority

(Moderator)

MEHDI MORSHED

Executive Director

California High-Speed Authority

CARRIE POURVAHIDI

Deputy Director

California High-Speed Rail Authority

DAN LEAVITT

Deputy Director

California High-Speed Rail Authority

Stockton Public Hearing Transcripts - Continued

1 P U B L I C S P E K E R S

2

3

4 VICTOR MOW	PH-St-1	STACEY MORTENSEN	PH-St-13
5 MAYOR MARSHALL KAMENA	PH-St-2	BRIAN SCHMIDT	PH-St-14
6 KENNETH A. GOSTING	PH-St-3	GERALD COUTHEN	PH-St-15
7 KURT EVANS	PH-St-4	LUIS MENDEZ	PH-St-16
8 TED SMALLEY	PH-St-5	DR. TIMOTHY SMITH	PH-St-17
9 DEEDEE D'ADAMO	PH-St-6	KENNETH MOSTEN	PH-St-18
10 VINCE HARRIS	PH-St-7	WOOD ALSPAUGH	PH-St-19
11 MICHAEL BALLOT	PH-St-8	JOY NEAS	PH-St-20
12 BARBARA PATRICK	PH-St-9	CELESTE GARAMENDI	PH-St-21
13 PETER WEBER	PH-St-10	BOB BENTZ	PH-St-22
14 SEYED SADREDIM	PH-St-11	DALE STOCKING	PH-St-23
15 JIM BIGELOW	PH-St-12	GLORYANNA RHODES	PH-St-24

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1 TUESDAY, SEPTEMBER 18, 2007 4:00 O'CLOCK P.M.

2 ---o0o---

3 HONORABLE QUENTIN KOPP: I'm pleased to be in
4 Stockton, where I get to be about once every seven
5 years, and I'm also pleased to welcome all of you to
6 this seventh hearing, seventh public hearing, on the
7 Draft EIR/EIS for Bay Area to Central Valley. And you
8 know the usual practice, which is to fill out a card, if
9 you would like to be heard, and I hope all of you want
10 to be heard, not repetitively but with something new and
11 be exciting. It is a public hearing on the efficacy of
12 the Draft EIR. I'm holding the summary. So if you want
13 to inspect it with comments about errors or omissions, I
14 invite you to do so, and also, of course, testimony
15 about the alignment you prefer and the good and sound
16 reasons for preferring such alignment.
17 I'm up to my old courtroom tricks, starting
18 without noticing the fact that the court reporter is not
19 present. Now she is present, which reminds me to inform
20 you that all the proceedings of the public hearings
21 including this one are reported by our court reporter,
22 and that will be transcribed, of course, and be
23 available.
24 We had announced that written comments would
25 be received until September 28th. The Board of

Stockton Public Hearing Transcripts - Continued

1 Directors of the Authority meets on September 26th at
2 the state capitol, and I am reasonably confident that
3 the Board will act to extend the time for public comment
4 until October 28th, October 28th, pursuant to
5 recommendation of our staff. And that leads to my
6 introduction of -- to the leading members of our staff,
7 three of the leading members of our staff. Mr. Mehdi
8 Morshed on my right is the director. And way over on my
9 left is Mr. Dan Leavitt, who is deputy director. And to
10 my immediate left is Carrie Pourvahidi, whose title
11 eludes me, who is an assistant director -- deputy -- a
12 deputy director also. We have a mean and lean staff, I
13 assure you, maybe not out of desire but necessity. We
14 got six people on the whole staff in Sacramento.
15 In any event, I also want to report publicly
16 that we have schedule one final public hearing, that
17 will be the 8th, and that will be in Sacramento at the
18 State Capitol, Room 112, immediately after the Board of
19 Directors meeting adjourns, and I expect the board
20 meeting will take no more than couple of hours. We
21 begin at 9:00 so that the public hearing will begin at
22 or about 11:00 a.m. And that will mean appropriately
23 that we'll be able to have three public hearings in the
24 Central Valley, Merced, Stockton, and then Sacramento,
25 and four public hearings in the Bay Area -- five public

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1 hearings in the Bay Area.
2 So I guess I can justify that on the basis of
3 population, the comparison pro rata. All right. I will
4 begin by inviting the chairman of the San Joaquin Board
5 of Supervisors and also chairman of the Council of
6 Governments of San Joaquin County, the Honorable Victor
7 Mow.
8 Good afternoon, supervisor.
9 VICTOR MOW: Good afternoon, Mr. Kopp, and to
10 the committee as well. On behalf of San Joaquin County,
11 Board of Supervisors and the San Joaquin Council and PH-St1-1
12 Government and the seven cities that make up the
13 San Joaquin County, I would like to welcome you all to
14 Stockton and to this facility this afternoon for the
15 public meeting regarding a draft enviromental impact
16 report regarding High-Speed Rail.
17 After the 18,000,000 in Southern California
18 region and the 7,000,000 in the Bay Area, the
19 3.6 million people who call San Joaquin Valley home, we
20 comprise the third largest region in the state of
21 California. As you are aware that this Valley is the
22 fastest growing area in California and holds much of the
23 state's future, maybe this is why we hear a very
24 positive united message in our county about High-Speed
25 Rail and what it can mean to our center of the heart of

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Stockton Public Hearing Transcripts - Continued

1 the state of California.
2 The efforts of the California partnerships for PH-St1-1 cont'd
3 the San Joaquin Valley, the Regional Policy Counsel, and
4 the San Joaquin Regional Planning Agency and
5 non-governmental agencies like the Great Valley Center
6 are bringing San Joaquin Valley together like never
7 before. My specific mission here is to let you know why
8 the Valley believes it is so essential to select a route
9 from this region to the Bay Area across the Altamont
10 Pass. First, you must understand that we are together
11 on having High-Speed Rail that serves the entire
12 San Joaquin Valley, not just a portion of it. The
13 Regional Policy Counsel and the Partnership of San
14 Joaquin Valley are agreed that we must stay united at
15 this point. Secondly, you are aware that anyone that is
16 in the San Joaquin Valley that will determine the
17 success of High-Speed Rail. Your marketing studies have
18 demonstrated that the largest and third largest
19 projected market share for High-Speed Rail involves PH-St1-2
20 Valley-to-Valley connections, or Bay Area to LA to
21 Valley connections. This accounts for 37 percent of
22 daily trips for High-Speed Rail. And while there is a
23 lot of talk about connect in San Francisco to
24 Los Angeles, which is another goal, your projections are
25 that this will amount to just over 2 percent of all

7

1 daily trips. In fact, two-thirds of all daily trips are PH-St1-2 cont'd
2 projected to be less than 100 miles in length.
3 We recognize that you have a challenging task
4 ahead of you in weighing through the materials of the
5 EIR, but let me indicate that while San Joaquin Council
6 of Government and our Valley associates and memberships
7 believe that Altamont is where you should develop a
8 high-speed connection between the Valley and the Bay
9 Area first. The Altamont serves more population centers
10 and provides a shorter time from the Bay Area to
11 Sacramento than the Pacheco Pass, and the San Francisco
12 to Sacramento trip accounts for the three-and-a-half PH-St1-3
13 times more daily trips than the L.A. to San Francisco
14 market based on revenue projection. The Altamont
15 provides the best connection to BART and most Bay Area
16 transit systems.
17 Your reporting knowledge is that the trip from
18 L.A. to San Jose will be about ten minutes longer using
19 the Altamont Pass, but also recognizes that the travel
20 time to San Francisco and Oakland is about the same.
21 And this would occur without half of San Joaquin Valley
22 undeserved. The Altamont capital cost estimate are
23 1 percent higher, but operating cost is substantially
24 lower. Both alignments will substantially
25 environmentally impact which we are working -- and we

8

Stockton Public Hearing Transcripts - Continued

1 will work to help you medicate. PH-St1-3 cont'd

2 In the final analysis, it is the future of

3 California that we are working to assure here. And it

4 is San Joaquin Council of Government and it is

5 San Joaquin Valley that we feel the Altamont Pass is the

6 best alignment to serve us in the future.

7 Thank you, sir.

8 HONORABLE QUENTIN KOPP: Thank you,

9 Mr. Supervisor.

10 The Honorable Marshall Kamena, mayor of the

11 city of Livermore and representing the Tri-Valley

12 Regional Rail PAC.

13 MAYOR MARSHALL KAMENA: Thank you.

14 I'm Marshall Kamena. And, Mr. Chairman, I

15 appreciate the opportunity to be before your board. By

16 way of introduction, I would like to mention that the

17 Tri-Valley Regional PAC has had a number of partners,

18 and the voting members have included, of course, the

19 city of Livermore, LAVTA, L-A-V-T-A, the Livermore PH-St2-1

20 Amador Valley Transit Agency, city of Tracy, town of

21 Danville, city of San Ramon, Alameda County, city of

22 Dublin, city of Pleasanton, our Bay Area Rapid Transit

23 system known as BART, and the Altamont Commuter Express.

24 And the other interested agencies involved in the

25 process have been the San Joaquin Council of

9

1 Governments, Alameda County CMA or Congestion Management

2 Agency, MTC, and the offices of the 10th and 11th PH-St2-1 cont'd

3 district and congress, Ellen Tauscher and Jerry

4 McNerney.

5 We have come before you today to recommend the

6 continued study of what I hope has become known as the

7 hybrid alternative. So we call it the Hybrid High-Speed

8 Rail Alternative Option. This alignment provides, we

9 believe, to the most convenient and direct service

10 between Sacramento, San Joaquin County, and the Bay PH-St2-2

11 Area. In addition, the regional ACE service, I think I

12 mentioned ACE as one of our partners, we call them

13 Altamont Commuter Express, with an average of 65 miles

14 an hour including stops. The hybrid Altamont/Pacheco

15 alignment will go for high quality regional service, as

16 well as the fastest routes, between Northern and

17 Southern California. The Tri-Valley area, which is our

18 home, would be the only advantages of the Altamont

19 regional overlay, yet hybrid Altamont/Pacheco option

20 eliminates or significantly reduces the need for new

21 right of way or structures through the Tri-Valley. PH-St2-3

22 High-Speed Rail could operate with just two tracks

23 through each corridor rather than four. And therefore,

24 we would like to require little or new right of way

25 takes in Tri-Valley. In fact, on the new structures

10

Stockton Public Hearing Transcripts - Continued

required would be four grade crossings. In the grade crossings, structures could be eliminated, which would depress the rail and street crossings. PH-St2-3 cont'd

With regard to costs, the initial capital cost estimates for Northern California's portion of the system built, either in the Altamont or the Pacheco Alternative corridor, range between 16 and $18,000,000,000 if my information is correct. The hybrid Altamont/Pacheco Alignment would cost about 21,000,000,000 for the Northern California portion of the system. Additional cost, we believe, will be off set by significant additional ridership, both on the High-Speed system and on the regional system. PH-St2-4

The hybrid alternative alignment would carry about 57,000,000 Northern California trips. This does not include the substantive increase in the regional trips on an updated ACE/BART system that would follow from the investment. It would also replace more VMT or vehicle miles travelled than either corridor alone. In addition, the hybrid alternative eliminates many of the enviromental concerns about structures and right of way tracks that could block either of the other options. PH-St2-5

Thank you so much for your attention, and thank you for letting me be here. PH-St2-6

HONORABLE QUENTIN KOPP: Well, thank you very

11

much, Mr. Mayor. And I'm glad that we were able to hear from you today, because I know you were tied up in another governmental meeting when we were in Livermore, three weeks ago now.

Next is Kenneth Gosting representing Transportation Involves Everyone, otherwise known as TIE.

KENNETH A. GOSTING: Thank you, Mr. Chairman. In the interest of expediency, I'll waive time to other people who are in the room who would have duplicate message. I just want to thank the Authority and the staff in particular for setting a Stockton meeting, and particularly the Sacramento meeting. And we started off in the San Carlos meeting, as you remember there were zero Central Valley, and now we have three. And I think it's a credit to the staff. PH-St3-1

Thank you very much.

HONORABLE QUENTIN KOPP: Thank you very much, Mr. Gosting. I look forward to seeing you again.

Kurt Evans, Santa Clara Valley Transportation Authority.

KURT EVANS: Good afternoon, your Honor, and members of the California High-Speed Rail Authority staff. Thank you very much for this opportunity to address you this afternoon. My name is Kurt Evans. I'm PH-St4-1

12

Stockton Public Hearing Transcripts - Continued

1 the federal and state governmental affairs manager for
2 the Santa Clara Valley Transportation Authority.
3 Before I begin my testimony, I have been asked
4 to submit into the record two letters in support of the
5 Pacheco Pass alignment. One is from the Honorable Gavin
6 Newsom, mayor of the city of San Francisco; and the
7 second is from the Honorable Jim Bell, who is a member
8 of California State Assembly.
9 HONORABLE QUENTIN KOPP: Thank you.
10 KURT EVANS: The Santa Clare Valley
11 Transportation Authority, or VTA for short, strongly
12 supports the California High-Speed Rail Authority's
13 vision of constructing and operating a High-Speed Rail
14 line. It is a way to relieve highway and air traffic
15 congestion between Northern and Southern California.
16 And we have VTA stand ready to work with you to make
17 these vision become a reality. Furthermore, based upon
18 our review of your Draft, Bay Area to Central Valley
19 High-Speed Train program, EIR/EIS, VTA firmly believes
20 that the Pacheco Pass Alignment makes the most sense as
21 the entry point for the High-Speed Rail trains into the
22 Bay Area for the following reasons: First, the Pacheco
23 Pass Alignment would provide faster, more direct, more
24 frequent, and a higher quality service to all three
25 major urban centers in the Bay Area -- San Jose,

PH-St4-1 cont'd

13

1 San Francisco, and Oakland. Second, it provides better
2 frequency of service to the critical Silicon Valley job
3 market, and we believe direct main line service to
4 Silicon Valley is essential to the long-term success of
5 High-Speed Rail. Third, with the Pacheco Pass
6 Alignment, there would be 6 percent more ridership and
7 8 percent higher farebox recovery. Fourth, the Pacheco
8 Pass Alignment does not require a new bay crossing in
9 order to serve San Francisco which would post
10 considerable enviromental cost and project delivery
11 challenges. Fifth, as one of the partner agencies in
12 the Caltrain commuter rail service, VTA believes the
13 Pacheco Pass Alignment is more consistent with
14 Caltrain's corridor-wide, long-range plans. Sixth, the
15 Bay Area, Southern California air traffic corridor is
16 already one of the busiest and most congested in the
17 nation and is expected to get dramatically worse in the
18 future. But all three major airports in the Bay Area
19 are severely constrained in terms of their ability to
20 expand.
21 Therefore, High-Speed Rail must provide a
22 competitive, long distance travel option between the Bay
23 Area and Southern California, and the Pacheco Pass
24 Alignment is the best alternative for achieving that
25 purpose. Finally, the Pacheco Pass Alignment more

PH-St4-1 cont'd

14

Stockton Public Hearing Transcripts - Continued

1 effectively and efficiently meets current and future PH-St4-1 cont'd
2 inter-city travel demands, and that's just a better fit
3 for High-Speed Rail's basic project objective.
4 Thank you again for the opportunity to appear
5 before you this afternoon and for your consideration of
6 our comments.
7 HONORABLE QUENTIN KOPP: Thank you, Mr. Evans.
8 Mr. Ted Smalley of the Tulare County
9 Association of Governments, and then DeeDee D'Adamo from
10 the Governors Partnership for the San Joaquin Valley.
11 TED SMALLEY: Thank you for the opportunity to
12 speak. I am coming from Tulare County Association of
13 Governments, speaking on behalf of our board. Our board
14 did meet yesterday, and having a unanimous decision to
15 support for High-Speed Rail and for the Altamont Pass PH-St5-1
16 Corridor as preferred alternative. We along with the
17 other seven Valley or seven counties in the Valley view
18 this as such a critical project for all of us. And when
19 it comes to being able to provide the necessary ability
20 for us to have access to High-Speed Rail, it's clear
21 there is only one alternative, and that is the Altamont
22 Corridor that will lead to success throughout the
23 valley. And we would encourage that as the ultimate
24 selection. I also do want to reference a study that was PH-St5-2
25 done, and we're very thankful for your staff and the

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1 effort on this study, which was the Visalia, Tulare, PH-St5-2 cont'd
2 Hanford Station feasibility study. In this preliminary
3 report, it identifies a number of alternative for a
4 potential station in this area. Half the alternatives
5 will result in a capital cost of only 3 percent or lower
6 than the baseline. In other words, for that little
7 additional cost, a station could be provided that would
8 serve two counties that will ultimately have a
9 population of over a million people in the next 30
10 years. This would certainly lead to additional
11 ridership and additional benefit to the region and to
12 the area. I would also note that some of these
13 alternatives not only can provide this ability but over
14 half of the alternatives that would also provide for
15 additional ridership, reduce the impact to the
16 farmlands. So there are multiple benefits of being able
17 to choose these alignments and certainly give us
18 additional ridership. I would also note on behalf of
19 the city of Visalia and Tulare, that they are ready to
20 work on a potential station and be able to help make
21 that a success along with the other critical stations in
22 the Valley.
23 So, again, we thank you for the opportunity to
24 speak, and we certainly encourage the selection of the
25 station in that area.

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Stockton Public Hearing Transcripts - Continued

1 HONORABLE QUENTIN KOPP: Thank you very much.
2 Ms. D'Adamo, and then Vincent Harris from
3 Stanislaus Council of Governments.
4 DEEDEE D'ADAMO: Good afternoon. Thank you,
5 Mr. Chair and staff. First of all, thank you for PH-St6-1
6 holding the hearing, an additional hearing, here in
7 Stockton. My name is Dee Dee D'Adamo, and I am wearing
8 two hats here today. I serve as senior policy advisor
9 to Congressman Dennis Cardoza, and I also serve as a
10 board member to the California -- to the Governor's
11 Partnership for the San Joaquin Valley.
12 High-Speed Rail offers tremendous benefits to
13 the San Joaquin Valley. That's why we're all here today
14 to highlight those benefits. This region has PH-St6-2
15 experienced the highest growth rate in the state in
16 recent years and is expected to continue to grow in the
17 future. Although the growth in the Valley has brought
18 economic opportunity, it's also brought with it, as we
19 all know, congestion, poor air quality, impaired travel
20 reliability, and longer travel times. Additionally, the
21 I-5 and Highway 99 corridors provide the major
22 surface -- major surface transportation link between the
23 Northern and Southern parts of the state. As main
24 arteries of the state's transportation system, it is PH-St6-3
25 especially important for the High-Speed Rail Authority

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1 to consider the unique challenges and needs of the San PH-St6-3 cont'd
2 Joaquin Valley when evaluating the Draft EIR/EIS. The
3 San Joaquin Valley ranks among the worse air quality
4 regions in the state. I'm not here representing the
5 California Air Board that I serve on the California Air
6 Board as well. And so I would like to just briefly talk
7 about some of the air quality challenges that we have
8 here, why we think that High-Speed Rail offers us some
9 really strong opportunities to address these challenges.
10 The San Joaquin Valley Air Pollution Control District
11 with jurisdiction over eight San Joaquin Valley Counties
12 stretching from San Joaquin to Kern counties has
13 recently been designated as an extreme nonattainment
14 area for ozone, and our board has approved that
15 recommendation. The extreme nonattainment designations
16 is shared with one other area in the nation, Los Angeles
17 air basin. High-Speed Rail system that links up and
18 down the valley will help to alleviate our air quality
19 and congestion problems by getting motorists off the
20 road. We appreciate the authority's analysis of air
21 quality benefits and impacts which estimates a
22 significant decrease in criteria pollutants with
23 High-Speed Rail, and would like to ask the authority to
24 underscore the importance of the consideration of air
25 quality benefits as you finalize your EIR, EIS,

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1 particularly in extreme nonattainment regions of the
2 state. As we know from the numerous reports from the
3 Governor's Partnership to the Great Valley Center and
4 the Public Policy Institute of California, the
5 San Joaquin Valley is the most underserved region in the
6 state and is often unfortunately referred to as
7 appellation of the west because of the high unemployment
8 rates, the lack of educational opportunity, and some of
9 the very troubling economic indicators.
10 So as you consider alignment options, we would
11 like to stress the importance of linking the entire
12 Central Valley, San Joaquin Valley with other major
13 urban areas of the state. We truly believe that
14 connecting Valley communities together and connecting
15 the Valley to the other major urban areas of the state
16 will bring greater economic opportunity, educational,
17 cultural opportunities for the Valley.
18 Thank you so much for the opportunity to
19 appear before you.

PH-St6-4

20 HONORABLE QUENTIN KOPP: Thank you.
21 Mr. Harris, and then Michael Ballot of
22 SJCOG/CAC, and the Sierra Club.
23 Good afternoon, Mr. Harris.
24 VINCE HARRIS: Mr. Chairman and authority
25 staff, good after- -- evening or good afternoon. I'm

PH-St7-1

1 Vince Harris, and I'm the director of the Stanislaus
2 Council of Governments, more commonly known as StanCOG.
3 For your reference, our agency is the regional
4 transportation agency for Stanislaus County as well as
5 the Metropolitan Planning Organization for the county.
6 It is further a pleasure for me to be here
7 this afternoon to, in fact, share with you our story as
8 it relates to High-Speed Rail. We believe this is a
9 historic project in California. I am here this
10 afternoon representing Stancog governing board which is
11 composed of elected officials from each of the nine
12 cities in Stanislaus County as well as five members of
13 the Stanislaus County board of supervisors.
14 All together, I bring you representation from
15 over 500,000 valley residents who live and work in
16 Stanislaus County. I bring you this afternoon a
17 unanimous vote from the Stancog policy board in support
18 of the Altamont rail alignment linking the Bay Area with
19 the Great Central Valley. Stanislaus County views this
20 alignment as the most fair and equitable approach for
21 the Central Valley, providing station access to all
22 Valley residence. Stanislaus County supports High-Speed
23 Rail, and we want to make sure that we have the ability
24 to use it, and make no mistake, a large volume of your
25 projected rider will come from Stanislaus County and of

PH-St7-1 cont'd

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1 course our great neighbors to the North here in San
2 Joaquin County. And we want to make sure of that access PH-St7-1 cont'd
3 for each of our counties is a priority for the
4 Authority.
5 I close with resolution passed by the
6 Stanislaus Council of Governments on September 12th a
7 resolution approving support for the Altamont Pass
8 Alignment for California High-Speed Rail Central Valley;
9 whereas the Stanislaus Council of Governments is the
10 designated regional transportation and planning agency
11 that designated Metropolitan Planning Organization and
12 the Council of Governments for Stanislaus County;
13 whereas Stancog has reviewed the EIR/EIS for proposed
14 California High-Speed Rail system; whereas the historic
15 and beneficial project has been in development for over
16 20 years; whereas High-Speed Rail projects seeks to
17 serve the traveling public between Northern and Southern
18 California via the Great Central Valley; whereas Stancog
19 recognizes that two significantly different alignments
20 were being studied to provide the connection between the
21 Bay Area and the valley -- one providing access via the
22 San Francisco and San Jose, Pacheco Pass and the other
23 providing access to the San Francisco, Oakland, Altamont
24 Pass; and whereas the difference between these two
25 alignments is such that the Pacheco Pass alignment

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1 bypasses both San Joaquin and Stanislaus Counties, PH-St7-1 cont'd
2 providing no station stops in these important valley
3 Counties, totalling over a million residents; and
4 whereas the Altamont alignment provides access to all
5 Valley counties including Stanislaus and San Joaquin.
6 Now, therefore, be it resolved that the
7 Stanislaus Council of Governments unanimously supports
8 the alignment for Altamont Pass for the linkage between
9 the Bay Area and the Great Central Valley.
10 That completes my statement, and I'm honored
11 to have spoken before you.
12 HONORABLE QUENTIN KOPP: Thank you again,
13 Mr. Harris.
14 Mr. Ballot and then Barbara Patrick.
15 MR. BALLOT: Yeah, will try to be very brief.
16 Michael Ballot, representing the Sierra Club, PH-St8-1
17 and I thank you very much for holding these meetings and
18 allowing these public hearings.
19 And I reiterate the Sierra Club support for
20 the concept of the bullet train and a very, very strong
21 enviromental action. I also, as a member of San Joaquin
22 COG Citizens Advisory Committee, strongly support the PH-St8-2
23 Altamont option, the alignment which will serve many
24 more people. And also we'll alleviate the tremendous
25 congestion we have on our automobile arteries between

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here and the Bay Area. PH-St8-2 cont'd

Thank you.

HONORABLE QUENTIN KOPP: Thank you for your neat, but not gaudy statement.

Ms. Patrick and then Peter Weber.

BARBARA PATRICK: Thank you, Mr. Chairman and staff. First of all, I want to begin by thanking you for being here today. We begin talking, that is California partnership, began talking probably four to six weeks ago about how important it was to schedule additional meetings in the Valley, and indeed here you are today in additional meeting in Sacramento. Thank you very much for listening to us. PH-St9-1

The San Joaquin Valley partnership is a unique public-private collaboration created by Governor Schwarzenegger. It includes ten workers, several of which are actively involved in supporting High-Speed Rail through the San Joaquin Valley. Implementation of High-Speed Rail would support the work of three of the work groups, transportation, economic development and air quality. PH-St9-2

The partnership has adopted the following working position on High-Speed Rail. This position emerge from the special meeting held in August with numerous stakeholders throughout the Valley. The

23

High-Speed Rail needs to serve the entire San Joaquin Valley from Bakersfield to Sacramento. And the region must stay together in support towards implementation of this initiative. PH-St9-1 cont'd

Amtrak should remain as a complementary service to High-Speed Rail. The High-Speed Rail ballot measure must remain on the 2008 ballot. PH-St9-2 PH-St9-3

The federal government needs to contribute to the High-Speed Rail project, and Congress should seriously consider the establishment of a federal High-Speed Rail Authority with power similar to California's authority. PH-St9-4

The passenger rail is also a priority for the Valley and is meeting immediate demand while the High-Speed Rail initiative will address mid- and long-term demand. PH-St9-5

The land use patterns are critical success factor for High-Speed Rail. The blueprint regional planning process needs to be tightly connected to these efforts to implement High-Speed Rail in the Valley. The route between the San Joaquin Valley and the Bay Area will have a significant impact on the Valley being served as an entire region. And the partnership supports connection for the whole valley from Bakersfield to Sacramento, recommends that the economic PH-St9-6

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1 liability of developing both the Altamont and the PH-St9-6 cont'd
2 Pacheco Pass routes be evaluated. And that if it turns
3 out that only one route is economically viable or if one
4 route must be implemented before the other, that the
5 Altamont corridor be the preferred route.
6 We believe that it's imperative that the PH-St9-7
7 benefits of a High-Speed Rail through central California
8 accrue from Kern County to San Joaquin County. And it's
9 also imperative that the Valley be included in the first
10 phase of implementation.
11 The San Joaquin Valley is an extreme
12 nonattainment of the federal ozone standard, and more
13 Californians have moved to the Central Valley to find
14 affordable homes. The effects of increased population
15 and vehicle miles traveled have come to account for a
16 larger share of the emissions inventory. In fact, the PH-St9-8
17 San Joaquin Valley has been home to the highest
18 population growth in the state and this trend is
19 projected to continue.
20 Through the year 2030, the growth rate of this
21 region is projected to be 65 percent higher than the
22 state average. The state department of finance expects
23 the Valley's population to increase 104 percent between
24 2000 and 2040. We believe that the health of the Valley
25 residence and its economy will be positively impacted

1 through the construction of High-Speed Rail by reducing PH-St9-8 cont'd
2 mobile emissions and bringing additional jobs to an area
3 with some of the highest unemployment rates in the
4 state.
5 Thank you very much for consideration of our
6 comments.
7 HONORABLE QUENTIN KOPP: Thank you for your
8 continuous attention.
9 Mr. Peter Weber and then Sayed Sadredin of the
10 San Joaquin Valley Air Pollution Control District.
11 PETER WEBBER: Mr. Chairman, thank you.
12 Staff, thank you.
13 I am here in part to express my appreciation
14 to all of you for your steadfast leadership in pursuit
15 of this long-held train to bring High-Speed Rail to
16 California. We're getting close. I can almost feel it.
17 And I -- I'm speaking for the regional jobs initiative
18 in Central California as well as for the California PH-St10-1
19 partnership with the San Joaquin Valley. I served on
20 the board of the latter and co-chair the former.
21 High-Speed Rail is considered by us to be
22 foundational to the future prosperity of the San Joaquin
23 Valley. Over the past 20 years while our population
24 grew 60 percent, our VMT, our vehicle miles traveled, PH-St10-2
25 increased by 150 percent. This -- in an Air Basin that

Stockton Public Hearing Transcripts - Continued

1 is widely regarded as being one of the two worst air
2 bases in the country and the world, 80 percent of our
3 nitrogen oxides come from mobile sources. PH-St10-2 cont'd
4 We simply must find a better way to move goods
5 and to move people. And insofar as moving people is
6 concerned, High-Speed Rail is clearly the better way. PH-St10-3
7 That is why the partnership took a very strong
8 advocacy position with the governors and with the
9 legislature in support of sufficient funding for the
10 High-Speed Rail Authority to enable us to make progress
11 towards bringing High-Speed Rail into the -- into a bond
12 measure in 2008. PH-St10-4
13 We are pleased that you obtain that funding
14 and stand ready to support inclusion of the bond measure
15 on the 2008 ballot, and we'll work to get the ballot
16 measure cost approved.
17 Now, I also want to testify about some of the
18 particular matters that we considered to be essential to
19 the implementation of High-Speed Rail. First, it is
20 critical that the final design of High-Speed Rail
21 provides service to all Valley stakeholders from PH-St10-5
22 Bakersfield to Sacramento. We are content to let folks
23 in the Bay Area believe that this is moving people from
24 San Francisco to Los Angeles. But you know, all of you,
25 that that represents a very small fraction of the

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1 projected ridership. And that a fact in the aggregate,
2 about 44 percent of the ridership will be from people PH-St10-5 cont'd
3 traveling either within the Valley or in and out of the
4 Valley to the other major population centers of the
5 state. And that is why we feel that it is critically
6 important that all Valley segments be included.
7 Second major consideration is that
8 implementation of Valley segments must begin on the
9 first day, on which dirt and shovel meet with regards to
10 the High-Speed Rail. We have no objection to dirt being
11 shovelled in other locations as well, but we think it's
12 imperative that the Valley be included in the very first
13 phase of implementation.
14 High-Speed Rail is important to all the
15 California residence, but it is perhaps most important PH-St10-6
16 to Valley residence. We are projected, as you have
17 heard already this afternoon, to be the state's fastest
18 growing region. High-Speed Rail is essential to the
19 proper accommodation of that growth. It is essential to
20 the land use decisions that we need to make in order to
21 ensure that we grow our valley smartly in the next
22 several decades. And as you have heard before and as
23 you are going to hear from Mr. Sadredin, our next
24 speaker, our air quality challenges require its
25 implementation at the earliest possible date.

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1 Let me close by saying that we are sensitive
2 to the governor's concern that the federal government
3 contribute to the High-Speed Rail Project. We are
4 working closely with the California federal delegation PH-St10-7
5 to urge the Congress to establish a federal High-Speed
6 Rail Authority with power similar to the California
7 Authority.
8 Thank you very much.
9 HONORABLE QUENTIN KOPP: I'm glad you sounded
10 that note and others have too. I think someone
11 testified in support of the concept of a federal
12 High-Speed Rail Authority because there are other
13 identified high-speed corridors in the United States
14 going back to 1994.
15 But I am -- I am, not but -- and I am informed
16 that our two U.S. Senators and Congressman Costa are on
17 the verge of promulgating what would amount to a full
18 funding agreement bill for us.
19 So let's see if that eventually -- and we had
20 thought that that pursuit to Senator Feinstein's
21 suggestion, federal High-Speed Rail Authority creation,
22 would be pursued and probably will because there are
23 obviously members of Congress all throughout the United
24 States who would have an inclination naturally to
25 appraise that. But we're ahead of all the other states.

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1 So this -- if it's successful -- is a practical
2 immediate approach for us.
3 PETER WEBBER: Thank you.
4 HONORABLE QUENTIN KOPP: Thank you again.
5 Mr. Sadredin and then Jim Bigelow.
6 SEYED SADREDIM: Thank you, Mr. Chairman,
7 staff members. PH-St11-1
8 My name is Seyed Sadredim. I'm the executive
9 director and the air pollution control officer for the
10 San Joaquin Valley Air Pollution Control District. Our
11 region covers the eight counties in the central
12 California from San Joaquin to Kern County.
13 As you've heard a number of times today, the
14 challenge that we face with respect to air quality in
15 our area are unmatched by any other region and in the
16 nation. In fact, over the last 20 years, we have
17 imposed a number of very expensive tough regulations on
18 the business sector, and reduced air pollution from the
19 business operation by about 80 percent. To the point
20 that today, 80 percent of our smog problem is attributed
21 to mobile sources, cars, and trucks.
22 I am here to support the High-Speed Rail as a
23 air pollution control measure that we can design it as
24 such. And I think -- we think the way we can get there
25 to provide air quality benefit to the Valley is to have

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a coverage for the entire San Joaquin Valley. And if you have to choose one alignment, we believe the Altamont Pass will provide the best alternative with respect to the air quality for the San Joaquin Valley. But we hope that we can find a way or at least explore that options to see if both alignments are possible that would be the -- that would provide the most benefit in all our areas.

And I am here again to you to support this project. We stand ready to support you with technical assistance should you need it. We also would be willing to provide financial assistance if it's needed in design of the project and in advancing this project. And I think if we design it as an air quality measure, it may also open the door to access other proposition, 1B funding, that is already available for air quality funding activities.

So we stand ready to support you. Hopefully, you will keep the air quality as a major factor and design in this project.

Thank you very much.

HONORABLE QUENTIN KOPP: Thank you.

Mr. Bigelow and Stacey Mortensen.

JIM BIGELOW: Jim Bigelow with the Redwood City, San Mateo County Chamber. And I want to support

PH-St11-1 cont'd

PH-St12-1

Kurt Evans' statement from the VTA at the beginning. Bringing you up-to-date the Caltrain three-county system -- both city and county of San Francisco, San Mateo County, and Santa Clara -- Caltrain passed a resolution beginning in this month, reaffirming their support to be a partner in California High-Speed Rail on that corridor. And all three of our counties are, sales taxed, self-help counties. Our San Mateo County Transportation Authority, also beginning of the month, has gone on record with the resolution pledging its resources to partner with High-Speed Rail and the support of Caltrain and so forth.

The Caltrain currently has applied for a new federal railway administration regulation for lighter rail vehicle luxury motorized units. We want to be in the first national test project. The Federal Railroad Administration is out this week, talking to the Caltrain people and that we're working very well to proceed forward on that new standard. And it is compatible with High-Speed Rail and the electric power units for both.

And we do firmly support the November 2008 ballot.

Thank you.

HONORABLE QUENTIN KOPP: Thank you, Mr. Bigelow, for your continuing attention.

PH-St12-1 cont'd

PH-St12-2

Stockton Public Hearing Transcripts - Continued

1 Stacey Mortensen and then Brian Schmidt.
2 STACEY MORTENSEN: Thank you, Mr. Chairman and PH-St13-1
3 staff.
4 Boy, this is -- we wanted in our backyard as
5 oppose to the normal NIMBY. You know, the Valley
6 counties, it's tough to get all of them to align around
7 the single issue just as it is anywhere else. And when
8 everyone does agree to get behind each other and support
9 each other, that's certainly a voice to listen to. And
10 the Valley counties have really said, "Please put the
11 High-Speed Rail backbone and the state of California
12 backbone." And that's really been through a lot of
13 deliberation and a lot of compromise. And I think that
14 needs to be taken seriously.
15 You've heard about the population or
16 projection, but I won't go into that. But the Valley is
17 critically lacking quality transportation
18 infrastructure. It has for a long time. It does right
19 now and it will continue into the future unless we make
20 some of those difficult decisions to try to help it
21 catch up.
22 And transit in particular is an area where
23 there's really very few choices for people. I think if
24 we don't do that now and tackle that tough decision now,
25 you're going to see in the Valley what happened to all

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1 the other developing areas. Time after time, they are PH-St13-1 cont'd
2 brought to their knees by just politics that get in the
3 way of good planning to develop the infrastructure first
4 and then take care of the growth.
5 And I'm glad to hear someone mentioned the
6 trucks. We have to assume that the truck traffic is
7 going to increase on 99 and I-5 to the point where they
8 are choked along their entire alignment. Now, the good
9 side of that is we all like to shop at the Wal-Mart,
10 Home Depot, Lowe's, Targets, Kmarts and all the big box PH-St13-2
11 stores. Those containers are coming in from overseas
12 and they are being moved around this country. And two
13 primary routes are the 99 and I-5 corridor which comes
14 full length of the Valley, and we need to assume that
15 lot of that capacity is going to be reserved for the
16 trucks.
17 I think every projection points to the
18 changing immigration patterns, the cultural diversity,
19 and then the senior population that's going to be
20 growing. And we are going to see a shift of the travel PH-St13-3
21 demands from the L.A. to San Francisco and to -- more of
22 Valley to Valley and Valley to the Metropolitan areas.
23 But I don't want to shortchange the importance of L.A.
24 to the San Francisco Bay Area. I think -- I really
25 encourage you to find the engineering ways to make that

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1 a fast trip through skipped stops or express service,
2 but still recognize that the Altamont is the key gateway PH-St13-3 cont'd
3 into the Bay Area and always has been.
4 Related to the ACE service and the Altamont
5 Commuter Express, we are undertaking a right-of-way
6 acquisition through the Altamont corridor into the Bay
7 Area for our service, and we would be happy to try to
8 share that with you. We're not going to ask you for
9 anything, but we can make that available in places where
10 it matters and where we can collaborate together and PH-St13-4
11 provide right-of-way where it might be necessary and
12 help feed service to the city who won't be on the
13 High-Speed Rail Alignment. We think there is an
14 opportunity to partner.
15 So I really appreciate the time to speak today
16 and really support fast service to the Bay Area and
17 don't leave this big chunk of the Valley out.
18 Thank you.
19 HONORABLE QUENTIN KOPP: Thank you.
20 Mr. Schmidt and then Gerald Couthen, also of
21 GIE.
22 BRIAN SCHMIDT: Thank you, Mr. Chairman,
23 High-Speed Rail staff.
24 As part of looking up and down the Central PH-St14-1
25 Valley, the 99 corridor, it has Amtrak service on it

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1 which serves a lot quite a few people. But San Joaquin
2 Rail Commission supports having a high-speed corridor PH-St14-1 cont'd
3 rail up in -- from Bakersfield up to Sacramento. This
4 will allow expanded service to those passengers from
5 Stockton all the way down.
6 We can -- what we're looking at is something
7 like that's been discussed to the Altamont Pass, the ACE
8 service connect and their regional rail service for the
9 High-Speed Rail. If service goes up and down the
10 Central Valley from Bakersfield to Sacramento, Amtrak
11 service to San Joaquin as well as a separate -- these
12 types of services to commuter could also provide
13 additional service and also act as a metered service for
14 High-Speed Rail service. What all of this means to the
15 Rail Commission and to the people of Central Valley is
16 mobility.
17 Right now, as spoke about earlier, getting
18 through the Central Valley is very difficult. It's just
19 going to be worse with all the truck traffic. As we
20 move forward in the future years, that traffic is
21 getting worse and worse. If you look at what's gone
22 through at CMI program, Highway 99 have a lot of money
23 going to it. But that's just a band-aid fix. There's
24 going to be a lot more money needed just to get people
25 back up and down that corridor. Commute travels,

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1 recreation travels, High-Speed Rail through the Central
2 Valley. What -- additional regional service is what's
3 needed.
4 And so improve the mobility and also help with
5 the air quality conditions that we're seeing today,
6 because we cannot keep moving forward with our air
7 quality as to we're moving forward with. Federal
8 government has threaten to stop federal funding because
9 of that, because of our air quality concerns.
10 If we can have service up and down the Central
11 Valley with regional rail service attached to it, that
12 would be a huge benefit for the economic of the State of
13 California and also the people of Central Valley.
14 HONORABLE QUENTIN KOPP: Thank you very much,
15 Mr. Schmidt. Mr. Gerald Couthen and then Luis Mendez.
16 GERALD COUTHEN: Mr. Chairman, members of the
17 committee, I appreciate the chance to talk to you about
18 this. I've come up from Oakland to talk a little bit
19 about the Bay Regional Rail Plan. I'll explain that in
20 a minute. But I think this represents a huge
21 opportunity. Obviously, we all know that, but there's
22 really two ways of looking at this High-Speed Rail
23 system. One is a connection between Southern California
24 and San Jose and San Francisco, and then later between
25 Southern California and Sacramento. The other way is to

PH-St14-1 cont'd

PH-St15-1

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1 look at the system as an opportunity to both providing
2 good connection between Southern California and Northern
3 California and optimize the regional connections that
4 are subordinate to the High-Speed Rail system.
5 And so if you're looking at it the first way,
6 the Pacheco Alternative might look better. If you're
7 looking at the second way, as you've heard from
8 virtually everybody in the room here today, Altamont
9 looks better.
10 And I want to explain that, but I want to
11 explain it in the context of the Bay Regional Rail Plan.
12 The reason I bring that up is because the Regional Rail
13 Plan and the MBO, this is the sponsor of that plan,
14 should bring to you a Regional Rail Plan that somehow
15 enhances the work of your staff and your Authority.
16 Now, we're worried about that. We hope your
17 staff will pick up the responsibility for not only the
18 Northern California to Southern California aspects, but
19 also the optimization of the regional aspects of this
20 great opportunities for the State of California.
21 But just to point out three specific examples
22 of where the Bay Regional Rail Plan seems to fall short
23 in doing that, number one -- and by the way, your staff
24 has already moved beyond this. Your staff's layout for
25 the Altamont Alternative show the route as coming into

PH-St15-1 cont'd

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1 look at the system as an opportunity to both providing
2 good connection between Southern California and Northern
3 California and optimize the regional connections that
4 are subordinate to the High-Speed Rail system.
5 And so if you're looking at it the first way,
6 the Pacheco Alternative might look better. If you're
7 looking at the second way, as you've heard from
8 virtually everybody in the room here today, Altamont
9 looks better.
10 And I want to explain that, but I want to
11 explain it in the context of the Bay Regional Rail Plan.
12 The reason I bring that up is because the Regional Rail
13 Plan and the MBO, this is the sponsor of that plan,
14 should bring to you a Regional Rail Plan that somehow
15 enhances the work of your staff and your Authority.
16 Now, we're worried about that. We hope your
17 staff will pick up the responsibility for not only the
18 Northern California to Southern California aspects, but
19 also the optimization of the regional aspects of this
20 great opportunities for the State of California.
21 But just to point out three specific examples
22 of where the Bay Regional Rail Plan seems to fall short
23 in doing that, number one -- and by the way, your staff
24 has already moved beyond this. Your staff's layout for
25 the Altamont Alternative show the route as coming into

PH-St15-1 cont'd

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1 regional ridership for the Pacheco alternate, so I
2 looked at that. I'm trying to think why wouldn't the
3 Altamont Alternative be far better than the Pacheco
4 Alternative. It's serving virtually -- it's serving
5 another -- over three million people, three and a half
6 million people, in the nine counties outside the Bay
7 region. Forget Alameda and Contra Costa, just nine
8 counties out here between Sacramento and Madera. You've
9 got over -- about three and a half million people.
10 The three counties on the south side San
11 Benito, Santa Cruz, and Monterey -- total about 780,000
12 people. So you got over two million more people served
13 by Altamont and by Pacheco. So why wouldn't the
14 regional ridership be a lot better? Well, it's a little
15 bit better but not very much.
16 So I'm trying to figure out why is that. And
17 I believe the answer is that they have included Caltrain
18 patronage all the way to San -- to Gilroy in the
19 patronage of the Pacheco Alternative. Whereas in the
20 case of the Altamont Alternative, they're including the
21 ACE patronage. But the ACE patronage is far, far less
22 than the existing Caltrain patronage. That's not a fair
23 way of looking at it. You have to kind of recognize
24 that the sum cost of Caltrain and the sum cost of ACE
25 each produce their own patronage. You can't count that

PH-St15-2 cont'd

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Stockton Public Hearing Transcripts - Continued

1 into a high-speed real solution. So that's number two. PH-St15-2 cont'd
2 And the last one I want to talk about is this PH-St15-3
3 hybrid idea which you have heard expressed earlier,
4 which is basically -- this has come up, by the way, very
5 recently in the last three weeks. They're talking about
6 making Pacheco the high-speed alternative and making
7 Altamont the regional connection. And the consultant is
8 saying, "Well, I would be up to a maximum speed of
9 79 miles an hour." But if you adopt the Altamont
10 alternative, you then have the opportunity to a -- to
11 set up an ACE system that could be as much as 125 miles
12 an hour.
13 And the other -- the big thing about --
14 there's two other big things about it. One thing is
15 that without any high-speed investment at all in the
16 Altamont Alternative, you're facing a very large cost to
17 upgrade ACE even to 79 miles an hour, much less 125.
18 And beyond that, everybody south of Stockton and -- or
19 I'm sorry. Everybody south of Tracy and everybody north
20 of Stockton is left out of the system, unless you extend
21 ACE down to Merced on the south, another 50 miles south
22 or extend it up to Sacramento.
23 And now if you did that and increase it to
24 125 miles an hour, then I think you would fulfill the
25 dream of the mayor of Livermore. And then somehow

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1 without a high-speed connection directly through PH-St15-3 cont'd
2 Altamont, you would serve this regional need which is
3 not being served by Pacheco.
4 But what would it cost on it to build? But
5 what would it cost to operate completely separate
6 regional system through Altamont with no subsidy from
7 the high-speed at all? No high-speed right-of-way to
8 piggyback on. Though you're starting from scratch,
9 starting from Ms. Mortensen, is going to acquire the
10 right-of-way and then through a state of lot of money
11 somehow upgrade it. I'm guessing -- I'm estimating -- I
12 think it's a little more than a guess. We're talking
13 about $6 billion if we extend to Merced and we extend to
14 Sacramento. And a high-speed budget would have been
15 used up in developing a Pacheco Alternative.
16 So a lot of that would have to come from some
17 new source. I don't think the State is prepared to kick
18 in an extra 4, 5, $6 billion to make Altamont up to that
19 regional standard that everybody here today virtually is
20 saying is a desperate need. Thank you.
21 HONORABLE QUENTIN KOPP: Thank you. Luis
22 Mendez and then Dr. Timothy Smith.
23 LUIS MENDEZ: Good evening, Mr. Chairman. I'm PH-St16-1
24 just here representing myself. I'm a resident of
25 City of San Jose, and I would like to echo the comments

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Stockton Public Hearing Transcripts - Continued

of Mr. Kurt Evans and Mr. Bigelow in support of the Pacheco Pass alternative. PH-St16-1 cont'd

And as a person who travels from San Jose to Sacramento, Modesto, Los Angeles, and other parts of the state, as a traveller, I think in having the Pacheco Pass Alternative, then I'd be able to see the fact. It's about two hours from Bay Area to L.A. Otherwise, it would be about two and a half hours, which could be a significant difference for the user of the High-Speed Rail system.

HONORABLE QUENTIN KOPP: Thank you very much for your time and attention.

Dr. Timothy Smith and then Kenneth Mosten.

DR. TIMOTHY SMITH: Good afternoon. My name is Timothy Smith, and I'm a faculty member of the University of the Pacific. And being a faculty member, I promise not to lecture to you. PH-St17-1

I would like to thank the commission for this opportunity to explain my support for High-Speed Rail into the Central Valley through the Altamont Pass. In my 26 years of work and travel throughout Europe, the United States, and Asia, come to the steadfast conclusion that implementation of a High-Speed Rail system in the Central Valley could be the most important transportation initiative in the 21st century. In fact,

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it's far more important than expanding air service or highway extension. PH-St17-1 cont'd

I would like, as a scientist or researcher, to give you some interesting options that may or may not have been discussed in implementation of the system. One of the things that I see about, as I travel throughout the world, is the application of this -- of the High-Speed Rail Service is actually electrical grid. And I think in the future, this could be used to charge electric vehicles that could be rented at each station and actually provide an alternative to carbon fuel vehicle for transport door to door. PH-St17-2

Also an elevated viaduct system that I see a lot in Asia is -- could be used for providing emergency services during floods and earthquakes which are prominently in our enviromental system, as we know here throughout the Central Valley. PH-St17-3

The Altamont Pass would probably more efficiently serve the rapidly expanding Modesto, Stockton, and Sacramento corridors. And in addition to passenger traffic, I do think that there is a future application for time-sensitive freight that is pharmaceutical, biological, and emergency services through the system. PH-St17-4

An overriding concern that I have in terms of

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Stockton Public Hearing Transcripts - Continued

the -- not going through the Altamont would be that 205 to 508 corridor. As many of my colleagues will say, that corridor is now becoming a slow-moving parking lot and probably will continue to do so. PH-St17-4 cont'd

One of the things that I have noticed about the development of High-Speed Rail, in Asia particularly, is that many of the freight systems are converting from diesel to electric. And by having the High-Speed Rail system I think would enhance this type of conversion along a parallel systems that would be freight only.

As an educator, I just -- I would want to say that I think that your work on this project as well as the engineering work is phenomenal. I was really quite impressed on this. However, I think that our outreach and education is lacking. And as an educator, I want to extend my efforts in that if so you so desire. PH-St17-5

And finally, I would like to thank you for your kind attention.

HONORABLE QUENTIN KOPP: Thank you. I may have to send you out on the road for us because we don't have money for all the fancy Ferraries.

Kenneth Mosten and then Woody Alspaugh.

KENNETH MOSTEN: Hi, I'm here with Mr. Gosting and Mr. Couthen representing Transportation that PH-St18-1

Involves Everyone. PH-St18-1 cont'd

My business takes me over the 580, 205 Altamont Pass three or four times a month which is, as I'm sure you know, one of the worst traffic bottlenecks in all of Northern California.

And as of right now, although your Draft DIR reflects in general about the elevation of traffic and the improvement of air quality that will come from the High-Speed Rail, it does not have a specific comparative evaluation between how much traffic will be alleviated by running High-Speed Rail over Altamont or over Pacheco. By extension, it has no specific information about how much air pollution would be alleviated by the reduction of traffic on Altamont or on Pacheco. I believe that when those numbers are run and become part of the EIR, that will become very immediately clear why Altamont is necessary. Thank you.

HONORABLE QUENTIN KOPP: Thank you.

Mr. Alspaugh and then Joy Neas.

WOODY ALSPAUGH: Good -- excuse me. Good afternoon, gentlemen and lady. I'm going to speak for a second on my own personal experience. I made several trips to Europe. Last six, I traveled the rail system three times with the Eurail Pass. PH-St19-1

First time I used the Eurail Pass, I left

Stockton Public Hearing Transcripts - Continued

1 Frankfurt, made a right loop all the way down to
2 Valencia, España and back up to Paris and then
3 Frankfurt. And then I went back to -- third time I took
4 it, I went up north all the way up to Stockholm and back
5 to Brussels.
6 Now, I jump to my recent trip couple of months
7 ago, and I would elude to the three countries: Norway,
8 Sweden, and Finland. But first when I was going
9 through -- on the first trip going south, on my way back
10 through France, they were building the stanchions for
11 the new High-Speed Rail system.
12 Along with that I want to explain something
13 about high-speed rail, you keep mentioning high-speed
14 rail. Well, it's different from just rail system. You
15 got the rail system, but you got three or four different
16 types of trains. You got local train that stops every
17 little town, and you got a medium train that stops at
18 the big cities. And then you got another train that
19 stops in the major cities. Then you got the intercity
20 or intercountry trains that don't stop, that's
21 high-speed.
22 High-speed is not from point A to point B to
23 point C to point D. No, no, that's not high-speed.
24 High-speed is one direction, one stop, two stops. You
25 get on the train, you go, and you stop. No stop in

PH-St19-1 cont'd

1 between.
2 And high-speed in France and then -- I haven't
3 been to Japan but I understand it's on a anti-magnetic
4 rail system which is entirely a different situation.
5 So what we're speaking about here is not
6 high-speed. We're speaking purely about a rail system.
7 We need a rail system that transfers down from,
8 approximately, say, Fresno or Modesto or Merced up to
9 Sacramento with a connection to San Francisco. Very
10 fact and simple.
11 Switzerland has two tunnels that go through
12 the mountain. They built one long time ago and they
13 built one about 10, 20 years ago. The train does not
14 stop. It doesn't have to go over mountains. They go
15 over rivers through mountains.
16 And Norway, same thing. They go through the
17 mountains and over the big crevasses of rivers and
18 streams. And they are run quite often, and you can go
19 just about any place you want. You catch a tram or
20 train to go to the main station, transfer, and go to any
21 place in Europe.
22 With all the things that were discussed here,
23 which is quite evident about the pollution so forth and
24 so on, that's true. As a longshoreman, I know all about
25 containers and they could be put on these trains also.

PH-St19-1 cont'd

Stockton Public Hearing Transcripts - Continued

1 And they could have alternate times so they can have the PH-St19-1 cont'd
2 cargo on one time a day and the passenger at another
3 time of day on the same track.
4 They built new tracks in Finland. You might
5 call it high-speed, but that's the one stop from point A
6 to point B. I caught a train from the center of Finland
7 to Helsinki. Those stops in between reached a speed at
8 99 kilometers per hour. You think that's high-speed or
9 not. That's pretty fast. And then their tracks are
10 excellent, but it also has local tracks right next to it
11 where they have the local trains.
12 So in essence, we need to stop talking here PH-St19-2
13 about high-speed and just think about just putting a
14 system, a rail system, in the Central Valley Rail
15 system. It's about 50 years overdue. And if we don't
16 start planning it now, it will be too late.
17 And thank you very much.
18 HONORABLE QUENTIN KOPP: Thank you very much.
19 Ms. Neas and then Celeste Garamendi.
20 JOY NEAS: Good afternoon. I am a Stockton
21 resident. And I don't drive and I am dependent on
22 public transportation. Since we move to Stockton, I've PH-St20-1
23 received degrees from San Francisco State University and
24 San Jose State University. And I took Amtrak, ACE,
25 Greyhound, and BART to reach those destinations.

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1 I support both the Pacheco and Altamont Pass PH-St20-1 cont'd
2 alignments. I would encourage each to be created, if
3 possible. If not, I believe that the Altamont Pass
4 alignment will serve a greater ridership. I hope that
5 high-speed rail connects directly to other public PH-St20-2
6 transit providers such as BART and Caltrain with the
7 greatest flexibility. Thank you.
8 HONORABLE QUENTIN KOPP: Thank you very much.
9 Celeste Garamendi and Bob Bentz.
10 CELESTE GARAMENDI: Good afternoon. Actually,
11 my name Celeste Garamendi. I obviously didn't print PH-St21-1
12 very well. It must be my writing.
13 My name is Celeste Garamendi. I live in Tracy
14 and I work with local citizens through Tracy Regional
15 Alliance for a quality community on concerns in the
16 Tracy area. And we work to promote smart growth and
17 sound planning within our city, within the county, and
18 within the region. We are representing individual
19 community service, not government agencies or other
20 institutions, but we share many of the concerns that
21 have been expressed by others within the Central Valley
22 and San Joaquin County in particular.
23 We strongly support High-Speed Rail and the
24 placement of the High-Speed Rail route along the
25 existing urban growth corridor of 99, Highway 20, 205,

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Stockton Public Hearing Transcripts - Continued

and over the Altamont. There are several reasons this Altamont Alignment is the best alternative, not just for the San Joaquin Valley, but also for the broader regions and for the state. It places the rail line closest to existing urban population along the 99 corridor. That maximizes the potential for ridership. It is that same corridor which is projected to have most of the growth with the Central Valley, growth that is identified as the largest growth area within the coming decades. The Altamont Alignment follows the existing rail right of ways, and that is important to supporting the development of this project. It provides the best route to serve the majority of the state, bringing us closer to going from Los Angeles to Sacramento. It drops the High-Speed Rail in the center of the Bay Area, which better serves the entire bay region by that central location and provides more efficient regional transportation system within our area, an important consideration to the development of the Central Valley.

San Joaquin in particular has suffered from sprawled development within Tracy. As 70 percent of the adult communities work outside the area, it will maximize our potential for economic developments that can even out these dynamics. It also importantly, as has been identified by environmental impacts of the rail

PH-St21-1 cont'd

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system by using the existing developed and populated areas. It promotes more concentrated and infilled development, which is of particular concern in our area given what has happened.

And lastly, economically it prevents sprawling from the existing population corridor along 99 to the west side of the Valley, and limits environmental impacts, maximizing the economic development of our region and it is the best resource.

PH-St21-1 cont'd

Thank you never much.

THE COURT: Thank you very much.

BOB BENTZ: I'm a guy who has spent eight and a half years driving to San Francisco everyday. I've worked 20 years as a federal investigator covering an area that sometimes ranges from as far as Bakersfield and as far north as Oregon. I spent three and a half years as a citizen advisor member for the joint air pollution control. I drive more than 30 thousand miles a year in my governmental sedan and in my own vehicle. I have offices in Oakland and Rancho Cordova. I drive rather than fly. This Altamont Alternative would give me a better alternative. I would love the Altamont Alternative. I intend to retire in about two years. I'm 60 years of age, and I can imagine using your rail system.

PH-St22-1

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Stockton Public Hearing Transcripts - Continued

1 Thank you.
2 THE COURT: Thank you very much.
3 DALE STOCKING: Thank you.
4 No need for me to repeat what many have said.
5 As a citizen of Stockton and one who travels to the Bay
6 Area, I want to voice a support for the Altamont
7 Alternative. The consideration of the Pacheco Pass
8 that's been discussed and the many good recommendations
9 of the enviromental damages that would occur compared to
10 what we already have and what historically has been, is
11 the transportation route between the Central Valley and
12 the Bay Area. The consideration of a high-speed train
13 is very good at maximizing the existing transportation
14 corridor and would reduce much in the way of pollution,
15 again that's reputation. And I think something that is
16 very good in the project was the consideration of the
17 where stations associated with the rail were going to
18 be, so we have an opportunity to build for the future
19 and have something that would be able to service the
20 population and savings' cost reducing pollution and
21 would be a benefit to all.

PH-St23-1

22 THE COURT: Thank you very much.
23 That completes the list of people who have
24 asked to speak and we'll close the public hearing in a
25 minute or two.

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1 There is a significant event on the
2 November 2008 ballot. I don't think I'm violating the
3 California Enviromental Quality Act or the National
4 Enviromental Protection Act by saying the expressions
5 which are in strong support for this endeavor that I've
6 been associated with at least since 1994 when I had a
7 different life as a State Senator. I will invite our
8 Executive Director, Mr. Morshed, to communicate any
9 comments he may have, and then we will declare the
10 public hearing closed.
11 MEHDI MORSHED: Thank you, Mr. Chairman. I
12 want to thank you for you coming here today. And in
13 listening to all of your comments, there are common
14 things that we have been hearing. That the high-speed
15 train is essential to the economic growth, mobility, and
16 the air quality. Particularly with the growth and
17 population. That's something that we have recognized.
18 If you look at the populations and the people who are
19 absolutely in need of the high-speed rail, it is really
20 the Central Valley. San Francisco and Los Angeles
21 residents still have a pretty good option of going north
22 and south. And there's a very good air service even
23 from Sacramento. It's a pretty good option.
24 I keep wondering why, you know, a year and a
25 half ago or so ago I heard a speech by a very prominent

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Stockton Public Hearing Transcripts - Continued

1 political figure talk about the fact that the children
2 in the Central Valley, 40 percent of them, have asthma.
3 And I thought it was a real great speech. I thought
4 here comes the pitch for high-speed rail and the
5 solution was we ought to widen 99. And I started
6 wondering, how does widening 99 going to help that child
7 who has asthma. I just wanted to bring that up. And
8 ask you to think about how can your understanding and
9 your support for the concept of what you want to have in
10 the future, get translated to your people who represent
11 you in Sacramento, who actually vote on those things and
12 support the budgets. A lot of them are actually more
13 opposed to it than support it. And you might wonder.
14 Thank you for coming. And thank you for
15 listening.
16 THE COURT: This part of the public hearing
17 concludes. But the actual public hearing does not
18 conclude until at least 6:00 p.m. pursuit to legal
19 notice. Staff members will be here and we invite you to
20 give them any other comments you may have.
21 Thank you
22 GLORYANNA RHODES: I just wanted to support
23 the speaker from San Joaquin County. He said it very PH-St24-1
24 well. I'm not going to repeat the comments. I just
25 wanted to make sure I was on the record as a citizen of

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1 San Joaquin County supporting the Altamont Pass as an PH-St24-1 cont'd
2 alternative.
3 Thank you again
4 JOY NEAS: I think it's because there's a mind PH-St25-1
5 set of high traffic and it's just what everyone is used
6 to. And public transportation isn't valued. The people
7 that take public transportation are devalued. They're
8 not respected. They are just used to thinking that
9 everyone wants more roads. And, you know, that's a
10 solution, more roads, wider roads. But it's really how
11 we use those roads that is important.
12 In my studies, I've learned that roadways,
13 it's not how wide you make them, how many of them you
14 make, but it's really more of the narrowing roads that
15 promote community and safety, and it's not just throwing
16 another road as the solution but we need to look at more
17 public transportation.
18 Like in Stockton they have just made a express
19 bus and that's really been helpful moving people from
20 downtown to specific areas, like the mall, the Lincoln
21 area, places people want to go and they do it quickly,
22 every 15 minutes, with frequency and then it makes
23 people able to use it and more willing to take that
24 public transportation and that's what you can do with
25 the high-speed rail. So it's really a matter of

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Stockton Public Hearing Transcripts - Continued

education and just educating the leaders and educating the public. If the public makes and outcry, this is what we think, the leaders will listen. Right now there aren't as many people willing to take public transportation because they see it as a hassle or, you know, have negative feelings about public transportation how they are viewed. But it really could improve our whole area just the way that we use our resources and use our time, use our land, and that what's important to get that word out to the public and then have the public put the pressure on the elected officials for the officials to be willing to listen to the public.

One of the things that bothered me in Stockton here they just opened the new transit center and I take the bus practically everyday, they did have a public opening of the transit center and I was excluded from that. I think the people, the riders of public transportation, need to be thought of because it's for them that we're doing all of this. If we can encourage more people to take public transportation to feel better about it, then the whole situation could improve.

Thank you.

(Whereupon, the proceedings concluded at 5:25 o'clock p.m.)

PH-St25-1 cont'd

State of California)
) ss.
County of San Francisco)

I, Angie M. Materazzi, a Certified Shorthand Reporter of the State of California, do hereby certify that the foregoing proceedings were reported by me, a disinterested person, and thereafter transcribed under my direction into typewriting and is a true and correct transcription of said proceedings.

I further certify that I am not of counsel of attorney for either or any of the parties in the foregoing proceedings and caption named, nor in any way interested in the outcome of the cause named in said caption.

Dated the 27th day of September, 2007.

ANGIE MATERAZZI CSR NO. 13116

Response to Stockton Public Hearing (Stockton, CA – September 18, 2007)

PH-St1-1

Please see Responses to Comment Letter L019. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

PH-St1-2

The percentages mentioned by the commenter are for total daily trips on all travel modes (auto, air, conventional rail, and HST). Please see Response to Comment O007-51 for a discussion of raw market potential versus factors that influence HST's market capture. Please see Response to Comment Letter L019.

PH-St1-3

Please see Response to Comment Letter L019. Please also see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative.

PH-St2-1

Comment acknowledged. Please see Response to Comment Letter L004.

PH-St2-2

Please see Response to Comment Letter L004. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

PH-St2-3

Please see Response to Comment PH-St2-2.

PH-St2-4

Comment acknowledged. Please see Response to Comment PH-St2-2.

PH-St2-5

It is assumed that the commenter is referring to the combined Altamont and Pacheco Pass alternatives when using the term "hybrid alternative." Combining the base Altamont Pass and Pacheco Pass alternatives (see "Pacheco Pass with Altamont Pass (local service), San Francisco & San Jose Termini" in Table S.5-1) would produce 96,150,000 in annual ridership, with 41,560,000 annual riders in northern California (43%) and the remaining 54,590,000 annual riders in southern California (57%).

These ridership figures assume that there is no change in service on commuter rail systems like ACE, BART, or Caltrain beyond what is reflected in the financially constrained element of the currently adopted Regional Transportation Plan. While the regional rail systems may experience some increases due to travelers accessing high-speed rail using these regional rail systems, there is a greater decrease in regional rail due to travelers diverting from regional rail to HST.

For travel within the Bay Area in year 2030, the Pacheco Pass HST alternative is projected to divert about 4,000 trips per day from other transit services, while the Altamont Pass alternative is projected to divert about 4,900 trips per day. The majority of this regional transit diversion is expected to occur from Caltrain (3,170 trips per day on Pacheco and 2,000 trips per day on Altamont) and BART (600 trips per day on Pacheco and 2,500 trips per day on Altamont). This diversion to HST is small compared to the Bay Area's projected future daily regional transit usage of about 2.7 million trips per day[1].

[1] Travel Forecasts for the San Francisco Bay Area, 1990 – 2030, Data Summary; Metropolitan Transportation Commission; January 2005

The hybrid alternative does have the highest high-speed rail ridership of all the alternatives evaluated to date. It is reasonable to assume that this ridership difference would translate to lower vehicle miles traveled (VMT) on the regional highway system.

Please see Response to Comment PH-St2-2.

PH-St2-6

Comment acknowledged.

PH-St3-1

Comment acknowledged.

PH-St4-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations. Please also see Response to Comment Letters L015, L003, and S001.

PH-St5-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St5-2

Station location options in the Tulare, Visalia, and Hanford area are outside the scope of this project.

PH-St6-1

Comment acknowledged.

PH-St6-2

Please see Response to Comment Letter PH-M3.

PH-St6-3

Please see Response to Comment Letter PH-M3.

PH-St6-4

Please see Response to Comment Letter PH-M3.

PH-St7-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

PH-St8-1

Comment acknowledged.

PH-St8-2

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St9-1

Comment acknowledged.

PH-St9-2

As discussed in the statewide program EIR/EIS, existing Amtrak intercity rail service would effectively provide linkage to the proposed HST system, since Amtrak has stations at more numerous cities than the proposed HST system would have, but the proposed HST station sites would either be at or connect with or would likely become station sites for Amtrak's San Joaquin service.

PH-St9-3

The bond measure will be on the November 2008 ballot.

PH-St9-4

Federal participation in the HST system funding is viewed as a critical part of the funding plan for the proposed HST system.

PH-St9-5

See Response to Comment PH-St9-2 regarding existing passenger rail service.

PH-St9-6

Refer to Chapter 6 of this Final Program EIR/EIS regarding HST station area development. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations. The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St9-7

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St9-8

Comment noted. Please see Section 3.3 regarding air quality and greenhouse gases.

PH-St10-1

Comment acknowledged.

PH-St10-2

Please see Section 3.3 regarding air quality and greenhouse gases.

PH-St10-3

Comment acknowledged.

PH-St10-4

The bond measure will be on the November 2008 ballot.

PH-St10-5

The marketing studies demonstrated that the San Joaquin Valley (SJV) is important to the systemwide HST ridership. All San Joaquin Valley connections taken as a whole result in 21.4 million annual riders in the Pacheco Pass alternative and 20.4 million annual riders in the Altamont Pass base alternative, or 23% of total. The San Francisco (SF) to SJV market is fifth highest in the Altamont Pass base alternative and sixth highest in the Pacheco Pass base alternative. This represents 7% of systemwide HST ridership. The Los Angeles (LA) to SF market ranks third in the Pacheco Pass base alternative and fourth in the Altamont Pass base alternative.

Annual High-Speed Rail Ridership by Travel Market

	Altamont			Pacheco		
	Rank	Annual Boardings	% of Total	Rank	Annual Boardings	% of Total
LA Intraregional	1	18,133,000	21	2	18,133,000	19
LA to SD	2	17,206,000	20	1	18,163,000	19
Sac to SF	3	8,933,000	10	5	6,449,000	7
LA to SF	4	6,397,000	7	3	8,099,000	9
SF to SJV	5	5,747,000	7	6	6,207,000	7
SD to SF	6	5,685,000	6	4	6,630,000	7
SF Intraregional	7	4,801,000	5	7	4,472,000	5
LA to SJV	8	3,149,000	4	8	3,108,000	3
LA to Sac	9	2,244,000	3	9	2,426,000	3
Sac to SJV	10	2,032,000	2	10	2,282,000	2

The southern California market is also quite important for HST ridership; this market contributes approximately 40% of the total HST rail ridership, without counting the longer distance LA or San Diego to Sacramento or San Francisco markets.

It is, however, important to remember that these segments do not operate in isolation of one another. The SJV segments are the backbone of the system serving Sacramento, San Francisco, and Los Angeles. So the contribution of the SJV portion of the system would likely include the ridership for these other segments.

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St10-6

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1. Please see Section 3.3 regarding air quality and greenhouse gases.

PH-St10-7

Federal participation in the HST system funding is viewed as a critical part of the funding plan for the proposed HST system

PH-St11-1

Comment noted. Please see Section 3.3 regarding air quality and greenhouse gases. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St12-1

Comment acknowledged. Please see Response to Comment PH-St4-1.

PH-St12-2

The bond measure will be on the November 2008 ballot.

PH-St13-1

Comment acknowledged.

PH-St13-2

Trucks are a factor in congestion, and relieving congestion on the major highways between northern and southern California is a major benefit of HST. See Table 3.1-2 in Section 3.1, Traffic, Transit, Circulation, and Parking. Comment acknowledged.

PH-St13-3

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St13-4

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

PH-St14-1

As discussed in the statewide program EIR/EIS, existing Amtrak intercity rail service would effectively provide linkage to the proposed HST system, since Amtrak has stations at more numerous cities than the proposed HST system would have, but the proposed HST station sites would either be at or connect with or would likely become station sites for Amtrak's San Joaquin service.

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St14-2

As discussed in the statewide program EIR/EIS, existing Amtrak intercity rail service would effectively provide linkage to the proposed

HST system, since Amtrak has stations at more numerous cities than the proposed HST system would have, but the proposed HST station sites would either be at or connect with or would likely become station sites for Amtrak's San Joaquin service.

Please see Section 3.3 regarding air quality and greenhouse gases.

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St15-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics. See Response to Comment O007-46.

PH-St15-2

The HST ridership and revenue figures cited in the Draft Program EIR/EIS (as well as all the Technical Reports) are exclusive to the HST system; the HST figures do not include Caltrain, ACE, or any other conventional passenger rail or transit service. Please see Response to Comment L035-2 for an explanation of factors that influence HST ridership differences between Altamont and Pacheco.

PH-St15-3

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

PH-St16-1

Refer to Response to Comments PH-St4-1 and PH-St12-1. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St17-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St17-2

Most HST station location options have been identified around existing transportation hubs to better facilitate connections to local transit and airports.

PH-St17-3

The proposed HST system would include aerial, at-grade, and tunnel portions throughout the system.

PH-St17-4

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

Refer to Section 2.3.2, A, Selected High-Speed Train System Alternative, regarding potential freight service.

PH-St17-5

Comment acknowledged.

PH-St18-1

Table 3.1-2 in Section 3.1, Traffic, Transit, Circulation, and Parking, shows that traffic decreases expected on I-580, I-5, and SR 99 from diversions to HST to be about the same for either the Altamont or Pacheco Pass alternatives.

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

Final Program EIR/EIS regarding preferred alignment and station locations. Please also see Section 3.3 of this Final Program EIR/EIS regarding air quality and greenhouse gas emission comparisons between the Altamont Pass and Pacheco Pass network alternatives.

PH-St19-1

Comment acknowledged. Refer to Section 2.3.2, A, Selected High-Speed Train System Alternative, regarding potential freight service. The proposed HST system would provide a variety of services options, as described in Section 2.3.2, D, Conceptual Service Plan.

PH-St19-2

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

PH-St20-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative, as well as a discussion of the potential for a future but separate Altamont Pass project. Please also see Chapter 8 of this Final Program EIR/EIS for further details on these topics.

Most HST station location options have been identified around existing transportation hubs to better facilitate connections to local transit and airports.

PH-St21-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

The Authority will examine a variety of staging plans to implement the statewide system in the most cost-effective manner. See also Response to Comment PH-SF22-1.

Please also see Chapter 6 regarding HST station area development and Chapter 5 regarding growth.

PH-St22-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St23-1

Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St24-1

Please see Response to Comments PH-St1-1 through PH-St1-3. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.

PH-St25-1

Please see Response to Comments PH-St1-1 through PH-St1-3. Please see Standard Response 3 regarding identification of Pacheco Pass as the Preferred Alternative. Please also see Chapter 8 of this Final Program EIR/EIS regarding preferred alignment and station locations.