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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:

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Meeting Date: 9-26-2007 Meeting Location: State Capitol

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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.

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