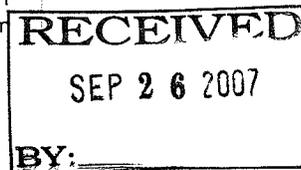


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September 17, 2007

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

Members of the California High-Speed Rail Authority Board:

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

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

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

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

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

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

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

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

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

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

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

Thank you



David Dutton
CEO

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Cont.

