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						electromagnetic fields and potential electromagnetic interference that would be further evaluated as part of the project-specific analysis of an HST system. If the HST project moves forward, any potential health effects relating to electromagnetic fields would be evaluated in subsequent project-level environmental documents to the extent that new information is available on potential health effects of electromagnetic fields.
				It would make much more sense to place this train in the area of Highway 5 where there is open land. If there were a derailment due to unforeseen events, there would be such a catastrophic impact on the homes along the tracks and no one can predict how much injury would result!	W034-3	The Southern Pacific (SP) River Line/WPRR along the I-5 corridor was considered but rejected because it was determined to be impracticable as a result of major construction issues within the Sacramento urban area. The rationale for this decision is set forth in Section 2.6.9 Alternative Alignment and Station Options Considered in Screening Evaluation (Draft Program EIR/EIS, page 2-58). Utilizing the existing I-5 right-of-way through Sacramento was not considered to be a practicable option since the freeway right-of-way is completely constrained by land development within Sacramento.

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W035	between February and May 17, 2004*	P.E. Charles O'Connell, Ciivil Engineer	25018 Smokewood Way Stevenson Ranch, CA 91381	Having been in charge of the first HSP/MagLev study between LAX and Palmdale in the late 70s, I believe it is imperative that the alignment between Bakersfield and Sylmar go via Palmdale. The Palmdale alignment provides tremendous benefits to Southern California and provides the option to serve the much needed Palmdale Intl Apt. The 5-10 minutes addition between LA and the Bay Area will be more than offset by more patronage and economic development and tax revenue and provide some relief to the LA 14 freeway.	W035-1	Please see standard response 6.23.1.
W036	between February and May 17, 2004*	Steven Seghers	123 Test Street, CA 92614	test, test, test	W036-1	Acknowledged.
W037	between February and May 17, 2004*	Mark Heckman	425 East Yaney Street, Bishop CA 93514-2421	Transportation is one of the most important aspects in California's economy and having a seamless transportation system throughout the state is important for the livelihood of its residents. For this reason, coupled to where I live in the state I find that public transportation is not an option for people who live in the Eastern Sierra region. All too often do public transportation, our legislative representatives, and the people of the State forget places east of the Sierra	W037-1	Please see standard response 6.23.1.

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				and the Tehachapis. The only concerns are how much water can be exported from here to other places in the State, how many votes can be secured, and "how is the skiing?" Realize that census statistics show that the major population growth trends over the next 20 years will be the growth in outlying cities that border large, established cities like San Diego, Los Angeles, and San Francisco. This growth would be felt in areas like Fresno, Bakersfield, Palmdale/Lancaster, and Modesto. Currently, the proposal to connect Bakersfield to Southern California offers two alignments-one parallels Interstate 5 and the other traversing the Tehachapis and adding a station in Palmdale. It is this alignment through Palmdale that should be chosen. The alignment that parallels I-5 ultimately eliminates any options of public transportation for those of us who live in eastern California. According to the document, the following are cited as the "Purpose and Need" of a high speed rail system in California: ▪ Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.		

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				▪ Future growth in demand for intercity travel. ▪ Capacity constraints that will result in increasing congestion and travel delays. ▪ Unreliability of travel stemming from congestion and delays, weather conditions, accidents, and other factors that affect the quality of life and economic well-being of residents, businesses, and tourism in California. ▪ Increasing frequency of accidents on intercity highways and passenger rail lines in congested corridors of travel. ▪ Reduced mobility as a result of increasing demand on limited modal connections between major airports, transit systems, and passenger rail in the state. ▪ Poor and deteriorating air quality and pressure on natural resources as a result of expanded highway and airports. If these are the needs of High-speed rail, then the best way to accomplish them is by situating a station in both Tehachapi and Palmdale to serve those communities but also the communities of Ridgecrest, Mojave, Lone Pine, Bishop, and Mammoth Lakes. If the		

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				route parallel to I-5 is chosen then not only has this rail line just segregated a huge portion of the State's population, but it has also incurred more expense because of the numerous tunnels that would need to be built. The ideal route for High-Speed Rail service in California is through Tehachapi and Palmdale. Please consider this as the most viable option to connect all of California with High Speed Rail.		
W038	between February and May 17, 2004*	Robert Mann, Retired Transportation exec.	234 Villa Di Este Terr, #104 Lake Mary, FL 32746	As a part-time California resident I want to comment on CA.-HSR. Any final route should include access to Merced and a future slower speed route into Yosemite National Park. The bumper-to-bumper traffic within the park in the summer season may doom the park itself and there is no real alternative. In the traditional Los Angeles Routing, there is the bonus of Amtrak connections via Barstow to Chicago and perhaps Las Vegas. The former SP cut-off from Lancaster-Palmdale over Cajon Pass to San Bernardino could also form a direct San Diego-San Joaquin Valley route via the old SP/SF route Bakersfield-Lancaster-Cajon-SanBernandino-Riverside-San Diego, BY PASSING LAX all together. In closing, please consider:	W038-1	Please see standard response 2.36.1.

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				▪ So Please consider Yosemite Valley Service ▪ A Eastern By-Pass to LAX on a San Diego-Bakersfield-Bay Area route		
				Lastly, I am not convinced that a whole new system must be built. I think a greatly improved conventional system with trains running at 90-100 mph is plenty fast. Doing away with all grade crossings, double and triple track and increased speeds would bring nearly as many people back to the trains as would an entire new system. In closing, please consider: ▪ Possible conventional train service up grades	W038-2	Please see standard response 2.9.1.
				In closing, please consider: ▪ Merced as a direct passenger stop	W038-3	Acknowledged. The Authority has identified Merced as a potential HST station location. The Castle Aviation and Development Center and Downtown Merced have been identified as potential HST station sites for further investigation.
				Stockton as a direct passenger stop	W038-4	Acknowledged. The Authority has identified Stockton as a potential HST station location.
W039	between February and May 17, 2004*	Robert Wong, Registered Civil	Caltrans, 120 South Spring Street, MS 1-16 Los Angeles CA 90012	The continue funding and staffing for each study phase of the project prior to going forward with programming the Design-Build contract will keep the project within the business plan. If this	W039-1	Acknowledged. Funding mechanisms and phasing for the proposed HST system are beyond the scope of this Program EIR/EIS. Please also see standard response

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		Engineer		is not included already, the bond initiatives should have an avenue to cover the six years of Preliminary Engineering and Environmental clearance prior to the Design-Build contract. As this is one of the most massive transportation project in the world, there has to have a risk management element in each phase of this project development. The project infrastructure needs to consider the next generation of available advanced technology and feasibility to complement such shift. As the current funding mechanism of this project is by going thru statewide bond ballot election, the earlier involvement of public opinions not just thru Public Hearing, but include some statewide effort on public opinion on the funding mechanism will help avoid a surprise ending.		10.1.7 in regards to project phasing.
W040	between February and May 17, 2004*	John Little, Teacher	St. Mary's High School 1252 Sheridan Way Stockton, CA 95207	This is exactly what California...and the rest of the country...needs! Keep up the good fight and let us in the public know how we can help...who we can contact, where and how we can lend support.	W040-1	Acknowledged.
W041	between February and May 17, 2004*	Jesse Wolfe	1103 Barbara St. D, Redondo Beach, CA 90277	An essential component of this system has to be the ability to carry passengers' cars. This system would be great way to cut travel times to the Northwest. I predict that if you rely on	W041-1	Please see standard response 2.7.1

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				public transport to carry passengers to and from this system, it will not be successful. I often travel to some family property in a semi-rural area of Oregon from my home here in Los Angeles. If I could take this train to Sacramento, and be able to take my auto as well, it would cut many hours from the drive. The problem, if autos cannot be carried, is that arriving in Sacramento or another destination, many passengers need to travel to areas which are often not served by public transport. Even if one's destination is served by public transport from station to destination, one's destination and, for example, the city center are not well connected. I think that by including car carrying capacity, this rail system could revolutionize travel here on the Pacific coast.		
W042	between February and May 17, 2004*	Jim Dodd, Engineering consultant	JD&A PO Box 178648 San Diego, CA 92177	The EIS/EIR fails to address the Homeland Security issues of creating yet another high-value target without advance security preparation. If you want more explanation, please consider the recent attack in Madrid, and also the bombs the Spanish and French authorities are finding. What will you do to prevent attacks on the high-speed trains?	W042-1	Please see standard response 2.8.1.

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W043	between February and May 17, 2004*	Anne Defazio, Future Librarian with SDPL	1752 Malden St. San Diego, CA 92109	I support the plan for High-Speed Rail in California which will connect the major cities.	W043-1	Acknowledged.
W044	between February and May 17, 2004*	Christophe Paux-Courrouges, researcher	6679 Placerville Drive Placerville, CA 95667	High-speed rail is a very reasonable alternative to further development of the automobile.	W044-1	Acknowledged.
				Current "state of the art" shows conventional high-speed rail solutions to be capable of reliable, environment-friendly operations at speeds of 180-210 mph, with a positive ROI already achieved in the case of France and Japan, and most probably to be achieved within short time-span in the cases of Spain (AVE) and Korea (KTX), not, however, in the case of Germany (ICE). Maglev projects must be considered as technologically hazardous, the Transrapid track in China eg being subject to track degradation after few months, and far less flexible, as they are absolutely non-compatible with any pre-existing systems and thus not able to share existing rights-of-way. The investment is furthermore out of proportion with the traffic densities to be expected in California.	W044-2	Please see standard response 2.10.1.

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				The energy consumption typically for a high-speed TGV running at an average of 170 kmh is one third of what it would be in a typical American car traveling at 60 mph with its average complement of 1.4 persons on board.	W044-3	The analysis of energy consumption concluded that comparing the energy required by each mode to carry one passenger 1 mile (1.6 km), an HST needs only about one-third that of an airplane, one-half that of an intercity automobile trip (2.4 passengers/automobile), and one-fifth that of a commuter automobile trip (Draft Program EIR/EIS, page S-15).
W045	between February and May 17, 2004*	Lenora Rathbone	909 Sutter #201 San Diego, CA 92103	This sounds like a great plan. What a boon to those of us who travel up and down the freeways.	W045-1	Acknowledged.
W046	between February and May 17, 2004*	Scott Kinsey, Student	17821 Lassen St., #133 Northridge, CA 91325	I have reviewed the Draft EIR and I am satisfied with its findings. As a senior student of Geography and Urban Planning at California State University, Northridge, I believe this high speed rail project is absolutely vital to the transportation future of California; furthermore I do not believe that the No-Project Alternative or the Modal Alternative are acceptable for the well-being of California in the coming decades.	W046-1	Acknowledged.

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				While I greatly support this project and would be willing to have it built at any cost, I have several concerns that I would like to address regarding non-electrified HSR, aesthetics and visual resources, and alignment/station options. The last two are covered in their corresponding categories, but I will address the first here: I do not support the use of non-electrified HSR along the coast between Anaheim and San Diego; nor do I believe it is appropriate for the HSR project to share tracks with any other trains at any point. Both of these will increase travel time, decrease safety, complicate an otherwise customer-friendly and simple system, and generally defeat the purpose of this project in the first place. The necessity of a transfer between an electrified HSR train and a non-electrified HSR train somewhere south of Los Angeles will significantly increase travel time, and will complicate the system for passengers. HSR trains sharing tracks with Amtrak, Metrolink, and freight trains will decrease HSR safety and will increase travel time as HSR trains are forced to wait in traffic on shared tracks. I believe that non-electrified HSR trains running on shared tracks between	W046-2	Please see Standard Response 2.21.1.

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				Anaheim and San Diego would be perceived to have little, if any, more viability than the current Amtrak and Metrolink trains, which are not known for their excellent service. If non-electrified HSR is to be selected for this admittedly secondary portion of the project, then this coastal segment may as well not be built at all, since it would likely be small improvement over what exists now. Instead, then, efforts should be concentrated on the Inland Empire alignment, since it will be electrified and will not share tracks with other services. I urge you, in this segment and in the project as a whole, do not be tempted by the apparent ease of using LOSSAN corridors and shared tracks. This HSR project needs its own exclusive right-of-way everywhere. If you forestall this happening, you will end up wasting vast quantities of taxpayer money on a system that is little better than existing rail service, both in reality and passenger perception.		
				I wish to address the aesthetic and visual impacts of this project in urban areas, namely the Los Angeles Basin. It is my opinion that this project should make use of aerial guideways whenever possible. Quite to the	W046-3	The series of figures in Section 2.7 of the Program EIR/EIS show that at a conceptual level of design the HST Alternative would have a considerable amount of aerial structure expected through the

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				contrary of the belief that this would introduce visual blight upon the city, I am sure that using aerial guideways would visually integrate the HSR system into the cityscape in a beneficial way. This is important both for the riders and the residents: the riders would have a much better time watching the city speed by from above than they would staring at the blurred walls of a concrete trench, and the residents would be able to visually place the system route in their personal perceptions of the city. The HSR train, sliding quietly above the city on its aerial guideway, could even become a cultural icon. It has been proven time and again that attempting to hide passenger transportation infrastructure out of sight benefits no one, while visual integration, via aerial guideways, pleases nearly everyone. Additionally, aerial guideways are safer for the community than at-grade or trench alignments since they are quite inaccessible, being up in the air out of reach. I understand that tunnels and trenches are necessary to traverse some parts of the urban area, but I urge you to make use of aerial guideways wherever the project has that option.		urban areas in California. This is largely a result of right-of-way constraints in urban areas, potential conflicts with existing freight operations, and/or the need for a fully grade-separated HST infrastructure. However, to minimize potential environmental impacts (primarily visual and noise) and costs, at-grade construction would be the first choice where feasible in urban areas.

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				First, I wish to impress upon you my belief that at-grade alignment crossings absolutely must be avoided wherever possible, at any expense. Nothing will damage the goals of this project more than an attempt to integrate it onto the street level in urban areas, where cars will pile up and wait at train crossings; accidents will be unavoidable. Community opposition would also be strong.	W046-4	Please see standard response 2.8.2.
				Having said that, I wish to address the alignment option north of Los Angeles--I support the Antelope Valley option over the Tehachapi Mountains option. While the Tehachapi pass option will decrease travel time, it will deny HSR access to the quickly-growing communities in the Antelope Valley. An alignment to the Antelope Valley could do much to relieve freeway congestion along SR-14, and would significantly decrease travel times to and from Los Angeles for Antelope Valley residents. The Tehachapi alignment would serve no population and would do nothing to decrease traffic congestion. Clearly, the Antelope Valley alignment should be chosen.	W046-5	Please see standard response 6.23.1.
W047	between February and May 17,	Chris Durbin	14480 Arnerich Rd., Los Gatos, CA 95032	I support HSR, and for the Northern Mountain Crossing, strongly prefer SR152. I wouldn't want to see Henry Coe Park, or the Diablo Range there	W047-1	Please see standard response 6.3.1.

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	2004*			split by a train route. It is gorgeous semi-wilderness, and should remain that way. Pacheco Pass is already a transportation corridor, please make use of that. Thank you very much, sincerely, Chris Durbin		
W048	between February and May 17, 2004*	Hhoma Karimabadi	12837 Caminito Del Canto Del Mar, CA 92014	I am disgusted by the lack of consideration for all the concerns that the private citizens have expressed. It doesn't take a rocket scientist to know that double tracking is a horrible idea for our community. How can you justify running more diesel and train traffic through our community and expect it not to affect the noise level, pollution level, not to mention the aestethic issues. How would you like it if I were to put a railroad in front of your house.	W048-1	Please see standard response 6.42.1
W049	between February and May 17, 2004*	Elizabeth Nash	2130 Via Mar Valle Del Mar, CA 92014	This report is so full of ****. It is clear that the decision has already been made to double track through our lagoons despite all the community objections. It is also abundantly clear that you guys are bunch of morons that come up with stupid, short sighted solutions that ruin communities. I hope you all die horrible deaths. In the business plan, there is no mention of how this will impact del mar's already fragile economy, or how	W049-1	Please see standard response 6.42.1.

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				the homes in the affected area would lose their value. It doesn't take a rocket scientist to know that having more trains go through our community will have a significant impact on the air quality. We are already being affected by all the jets and helicopters and existing trains. **** you all. There is mention of sound barriers. Don't you morons understand that we don't want such **** in our community? We are trying to preserve our town, not turn it into a grand central station. You tried to put a freeway through our city and failed. And now you are coming back with this. What a bunch of **** morons.		
W050	between February and May 17, 2004*	Robert Kellogg, Software engineer	2254 Del Mar Scenic Pkwy Del Mar, CA 92014	The massive scale of the double-tracking proposal you've decided to adopt, and its long-term disruption of an entire section of coastal life, both human and wld, makes your rush to glory all the more unscrupulous. This is a huge undertaking at enormous cost for dubious reasons. The unstable nature of the cliffs you're proposing to tunnel through has already ensured that the existing tracks will need to be removed. So years of heavy machinery, demolition and erth movement in the town of Del Mar and the Penasquitos state wildlife preserve for whose benefit. bevond that of the	W050-1	Please see standard response 6.42.1.

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				construction companies? I urge you to seriously explore other options like shared right-of-way with freeways. Preserve our preserves.		
W051	between February and May 17, 2004*	Melchor Balaguer	2229 Caminito del Barco Del Mar, CA 92014	The very idea of INCREASING the already destructive diesel railroad traffic through fragile and irreplaceable wetlands and State Preserves is environmentally heinous, morally deplorable and intellectually bankrupt. Add to this the likelihood that the claimed future ridership of passenger trains along this coastal route will never materialize, and that other routes, such as in the existing Interstate-5 Transport Corridor, and what we have here is a political boondoggle shameless in its duplicity and appalling in its stupidity.	W051-1	Please see standard response 6.42.1.
W052	between February and May 17, 2004*	Karen Lare, managing director LPL Financial	526 Stratford Court #b Del Mar, CA 92014	Times have changed and life moves forward in Southern California. Improvement is needed in the public transportation alternatives for San Diego. But these improvements cannot be done in a way that is not well thought out. The current plan for Del Mar is a perfect example. There is an alternative that is not even on the table. Take the train off the coast before it gets to Del Mar and run it along I-5. This could be done in several areas the best being outside the Oceanside area - the worst being in Encinitas. The options to increase the	W052-1	Please also see standard response 2.30.1 and standard response 6.42.1.

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				tracks through the environmentally sensitive lagoons are not viable options. To tunnel under the lagoon and come up and run alongside the lagoon is not an option either as you would have to be kidding if you did not think that high speed rail would not have an adverse impact on sensitive bird species that are already impacted by the I-5 traffic, let alone the impact if you exposed them to rail traffic. The bluffs worked well for the trains for over a century just as old highway one was fine along the coast for a century. Just as I-5 had to be built inland of the old road, it is now time to move on and realize that the new tracks must be built in a different area. Another option must be studied - one that can be supported by residents of San Diego coastal towns. Move the trains off the bluffs and run them along I-5.		
W053	between February and May 17, 2004*	James Reed	12850 Via Grimaldi Del Mar CA 92014	There are only 6 wetland lagoons in San Diego County. Double tracking through either the Penasquitos or the San Dieguito lagoons is preposterous! Those open areas, and wetlands are essential to the quality of our lifestyle, and to the ecology of the Southern California bight. I strongly object to the plans to double track either lagoon.	W053-1	Please see standard response 6.42.1.

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W054	between February and May 17, 2004*	Marc Gevinson, Software Exec	2225 Del Mar Scenic Parkway Del Mar, CA 90214.	How can you waste Billions of our tax dollars on a project no one wants and no one will take advantage of because people will still drive to work? How can you possibly be planning to double track on our lagoons, our environment, our neighborhood and our back yard?	W054-1	Acknowledged. The HST system is proposed to serve intercity trips rather than local commuter trips. The HST system is forecast to carry 42-68 million passengers annually by 2020, generate an operational surplus, and have benefits which considerably exceed the costs of the system. Please refer to the Authority's June 2000 Business Plan for further details and also see standard response 2.1.1. Please also see standard response 6.42.1.
				How can you possibly be planning to double-track on our lagoons, our environment, our neighborhood, and our back yard? At the last meeting the Caltrans rep said double tracking would increase people going to work in San Diego. This is why the double track is needed, he said. We asked him (120 of us who showed up) what the projected increase in ridership/day would be. Neither he, nor none of his associates knew the answer to this basic question. Do you have ridership increase projection based on the increase of riders on the double track? What's your projection? What is the increase into San Diego each day? What is the daily train ridership from Oceanside to San Diego each workday? What is the ridership on Saturday? On	W054-2	Please see standard response 6.42.1.

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				Sunday? What will the increase in ridership from Oceanside to San Diego cost each taxpayer per rider based on the total cost of building the double track, over the first 10 years of the program??????? Don't waste our money nor our precious environment. Find a better way to justify your jobs.		
W055	between February and May 17, 2004*	Steven Bergen, Architect	2549 Via Pisa Del Mar, CA 92014	Cease and desist with this inappropriate approach to rail service in San Diego and California! Any change, other than the removal of the rail from our lagoons is a grave mistake and goes against the residents here, and the future generations of people living and visiting San Diego and California. Do not present an EIR stating that your proposal to tunnel through the cliffs and double track over Los Penasquitos is acceptable environmentally, aesthetically, or socially. It is not, Any such statements should be treated as criminal activity. Surveys and studies show there is not enough ridership to support any expensive increases in rail infrastructure. Where is the money and the riders to support double tracking and tunneling.	W055-1	Please see standard response 6.42.1.

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				Where is the money and the riders to support double tracking and tunneling? If there really is money available and a ridership base than use the I-5 corridor and the I-15 for expansion of rail service. This is where the riders are now, and makes sense programmatically with future growth expectations. Do not maintain an aging mistake, running the rails through the lagoons. If the rail service is to undergo a change for the best future, than please put it where the riders will be, the existing high volume corridors of I-5 and I-15.	W055-2	Please see Response 2.30.1 regarding use of the I-5 corridor. Although non-electric conventional improvements to the existing LOSSAN rail corridor are included as part of this program environmental process, the I-15 corridor (via Inland Empire) has been identified as the preferred corridor to link Los Angeles and San Diego with direct HST service. Please also see standard response 6.42.1.
W056	between February and May 17, 2004*	Francisco Wong	13061 Caminito del Rocio Del Mar, CA 92014	I live close to Panasquitos Lagoon and am alarmed and totally against putting a double track railroad through this area and under the city of Del Mar. Such a project would cause irreparable harm to the beauty, peace and harmony of this neighborhood.	W056-1	Please see standard response 2.30.1 and standard response 6.42.1.
				Please consider another path such as along I-5.	W056-2	Please see standard response 6.42.1 and standard response 2.30.1.
W057	between February and May 17, 2004*	Antoinette Wong	13061 Caminito del Rocio, Del Mar, CA 92014	Please no double track railroad through Penaquitos Lagoon and Marsh. The peace and beauty of our lovely marsh would be forever ruined.	W057-1	Please see standard response 2.30.1 and standard response 6.42.1.
				Why don't you build it along I-5?	W057-2	Please see standard response 2.30.1.

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W058	between February and May 17, 2004*	Peter Jensen, Editor	2243 El Amigo Road Del Mar, CA 92014	Expanding heavy diesel rail through our remaining coastal wetlands, including Penasquitos Lagoon State Preserve, is a disastrous reliance on 19th century technology which will result in cost inefficiency and overruns (longterm cost to taxpayer), degradation of lagoon environment as well as LOSS of several acres of actual habitat, visual blight (wider "slash" across lagoon). We should be trying to get the train out of the lagoon by now, not widening the tracks! Disastrous impacts during construction. Vents along Del Mar; increased rail traffic; degradation of air quality; MINIMUM effect on actual cars per day traffic. Gaping tunnel, massive abutments, another 75 years or more of tracks stitching the lagoon.	W058-1	Please see standard response 6.42.1 and standard response 2.30.1.

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				When will you make public the TOTAL accounting of this project, and what we, the taxpayer, will be paying PER RIDER PER YEAR over the first 25 years of its operation. I believe this cost to be astronomical per year.	W058-2	There are too many unknowns and it would be too speculative to attempt to determine "TOTAL accounting of this project". As part of its Business Plan, the Authority did a cost/benefit analysis that concluded the benefits of the project would outweigh the costs by at least a factor of two. For more information, please see the Business Plan and supporting technical reports on the Authority's website (www.cahighspeedrail.ca.gov).
W059	between February and May 17, 2004*	Merritt, Norris	12980 Via Esperia, Del Mar CA 92014	Shame on you for failing to adequately inform the public of the 4/20/2004 meeting in San Diego, and for scheduling it at a time which guaranteed that few real members of the public could attend even if they knew about it. I'm sure this was a deliberate tactic. Very few members of the real public showed up precisely because you failed to properly notice the public of this meeting. Jeff Ristine, author of a Union Tribune article about the meeting, later privately conceded to Don Billings that the "public" who spoke in favor of the plan were basically only staff of other transportation agencies, their consultants, and political supporters. By contrast, an evening meeting held in Carmel Valley on March 10, 2004 was	W059-1	Please see standard response 8.1.1.

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				attended by an overflow, standing-room crowd all of whom were opposed. Stop putting about the fiction that this project enjoys strong public support.		
W060	between February and May 17, 2004*	Marie Merritt	12980 Via Esperia Del Mar, CA 92014	We are strongly opposed to any plan to construct any sort of rail expansion through Penasquitos Lagoon State Preserve. This project belongs well in-land and has no business being constructed in fragile coastal wetlands.	W060-1	Please see standard response 6.42.1.
W061	between February and May 17, 2004*	Scott Anderson	2124 Caminito Del Barco Del Mar CA	I am in favor of a high-speed rail system in California. There is currently a propsal to put double tracks along the coast between San Diego and Oceanside. One of my main concerns is that there are very limited local stops for the coaster and that this is limiting ridership. I was wondering if it would be feasible to have some trains that have several local stops, particularly I'm interested in being able to go downtown San Diego for special events such as Padres baseball games and to be able to go to and from nightclubs. One such spot would be at the I-5/I-56 freeway interpass.	W061-1	As defined in the Program EIR/EIS, the proposed HST system would not extend along the coastal corridor any further south than Orange County (Irvine). South of Irvine, only conventional rail infrastructure improvements are considered. Improvements to accommodate commuter and intercity rail service along this corridor are being addressed by the California Department of Transportation in the LOSSAN, Los Angles to San Diego Rail Corridor Improvements Program EIR/EIS. Commuter and conventional intercity rail services are provided by other state or regional agencies based on the market demand.

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				I'm also concerned about minimizing any impact that may occur to the local wetlands. I would rather the tracks avoid going through the middle of wetlands, particularly in the Penasquitos Lagoon. In particular, I would like it to stay close to Torrey Pines Road or I-5 if one of these end up being the route taken. I think a high-speed rail system with limited stops combined with local rail systems, trolleys and subway systems with more frequent stops would prove useful in the long run. Also, I would like to see more effort in reducing the vibrations that occur when a train passes, maybe with maglev systems. I think the State of California and the Federal Government need a long-term strategic plan. The current plan is too limited in scope because it neglects tie-in to local transportation, but it does address some of the long distance transportation issues.	W061-2	Please see standard response 6.42.1. More detailed study to integrate and coordinate public transit systems with the proposed HST system would occur in project-level environmental documents, if the development of the proposed HST system is pursued. The development of a long term strategic plan is beyond the scope of this Program EIR/EIS.
W062	between February and May 17, 2004*	Timothy Smith Ph.D., Scientist	US-Japan Consortium for Health and Technology Initiatives Thomas J Long School of Pharmacy and Health Sciences University of the Pacific, Stockton, CA	RECOMMENDATIONS FOR THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY REGARDING IMPLEMENTATION OF THE NORTHERN CALIFORNIA SECTOR Response to EIR/EIS with regard to Health and Comprehensive Environmental Impact	W062-1	Acknowledged response 10.1.7 in regards to the phasing of the HST system, and standard response 6.1.4 in regards to service to the Bay Area. The Draft Program EIR/EIS describes the potential of the proposed HST system to reduce air pollution, relieve congestion, and improve travel safety. Please see standard

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			95211	INTRODUCTION The development of a high-speed railway system for passenger transportation in California is one of the most important transportation initiatives to be advanced as we move into the 21st century. The positive implications of this system extend well beyond the movement of people from one place to another. These include enhancing the general health of the population, a more balanced approach to energy utilization, better resource management, economic stimulus and protection of both natural and man-made environments. In response to the EIR/EIS, this document will itemize and discuss with appropriate background information, suggestions for modification of this system as well as parallel initiatives with a focus on Northern California. ITEMS OF INTEREST AND SPECIFIC RECOMMENDATIONS Enhancing the health of the general population. An electrically-driven high-speed rail passenger transport system reduces fossil fuel emissions in highly populated areas. These emissions play an important role in the deterioration of respiratory and general health (1,2). In addition, the reduction of single-user motor vehicle use in parallel		response 1.1.5 regarding coordination with public transit systems.

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				transportation routes reduces commuter stress due to traffic congestion and lost time in transit. The safety record of a well-designed high-speed passenger rail system (as is the case in Japan) will reduce deaths due to transportation-related accidents (3). The incorporation of high-speed rail into other public transportation modes will enhance the attractiveness of public transportation in general. Enhanced use of public transportation behaviorally encourages the shift from a sedentary lifestyle involving total dependence upon small motor vehicles into a more organized transportation system encouraging enhanced cardiovascular health with a pedestrian focus (as seen in Europe and Asia). Integration of High-Speed Passenger Rail Service (HSPRS) into existing systems. The general public will not use a public transportation system, unless it is convenient. Stations in the HSPRS must fully integrate with other rail, air, auto rental, bus, subway and other commuter transportation systems. Since the personal automobile will not be eliminated, commuters must have adequate parking space near a station that is safe and clean. To encourage commuter use, both long-term and		

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				short-term rentals of specialized commuter cars is to be an essential component of the station design. To fully utilize the reduced environmental impact of electrically-driven systems, these commuter cars should be primarily electric. Another important aspect of integrated systems is the sequential construction of HSPRS to enhance existing public transportation systems. In Northern California, this could dramatically reduce both the initial and total cost of HSPRS at a time when budgetary concerns are a major deterrent to construction of this system. A prime example of the sequential approach to construction is the integration of the Bay Area Rapid Transit system (BART) with HSPRS as a link to the Central Valley. Currently, BART can connect San Francisco International Airport with downtown San Francisco within a system that extends to Dublin/Pleasanton from the East Bay.		
				The use of HSPRS to link Dublin/Pleasanton with the Central Valley via the Altamont Pass provides a less expensive and highly efficient link to the Sacramento-Stockton-Modesto area, one of the most rapidly growing regions in Northern California. This linkage will encourage continued	W062-2	Please see standard response 2.18.1.

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				improvement of the BART system. This linkage to the Central Valley will dramatically reduce commuter traffic on I-5, I-80 and I-580; a highly visible commuter path to Northern California voters. Although a HSPRS route parallel to I-580 was eliminated in the EIR/EIS presentation, it is interesting to note that recent widening of I-580 and the increased traffic that it encourages was not considered to have adverse environmental impact. The Altamont Pass alternative must be reconsidered.		
				Balanced Energy Utilization and Resource Management. The use of an electrically-driven HSPRS reduces the reliance upon fossil fuels, especially considering the potential for alternative energy resources to be used to power the electrical grid for the system (4). In addition, the use of rechargeable battery-powered automobiles for rental (short-term and long-term) at selected stations is an efficient use of the system and encourages less reliance upon fossil fuels for commuter traffic.	W062-3	The HST Alternative would be expected to reduce emissions from fossil fuels and reliance on petroleum. The use of rechargeable battery powered automobiles for rental at selected stations could be beneficial and would be considered as part of future, project-level environmental documents.
				Economic stimulus. The design, construction and continuous development of HSPRS would provide billions of dollars in economic stimulus to the California economy. As seen in Japan, the development of large residential high-rise construction near	W062-4	The co-lead agencies acknowledge the comments related to HST station serving as an economic stimulus and helping to reduce automobile dependent commuting and promoting pedestrian lifestyle. The agencies would like to note that

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				railway stations reduces dependency upon automobile-dependent commuting and promotes a healthier pedestrian lifestyle. In addition to residential high-rise construction, these stations serve as a magnet for retail service centers which offers unparalleled convenience and efficiency for commuters.		worldwide experience indicates that rapid transit and HST station can be a magnet for a wide variety of development. Research conducted for this PEIR/EIS and documented in Section 3.3 of the technical report on economic growth effects suggests that HST stations tend to attract office and residential development prior to retail development.
				Environmental Impact. Among all transportation options, electrically-driven HSPRS is among the most environmentally friendly transportation systems; reducing fossil fuel emissions. An elevated viaduct system can be used for electric energy grid distribution without the use of large transmission towers and lines which obstruct the landscape view and present a hazard for small private aircraft. The elevated systems have an improved safety feature by eliminating interaction with motor vehicle traffic and increase service reliability during floods in the Central Valley. Alternatively, an embankment or levee system for railway support could be used as a component of a flood control system. The concentration of populations into high-rise residential construction around the HSPRS stations reduces	W062-5	An electric-powered HST system could lead to a reduction in fossil fuel emissions and is the most environmentally sensitive alternative to help meet California's future intercity travel needs. The HST system would be completely grade-separated and protected against intrusion (fenced) in segments that are assumed to be constructed at grade—so there would be no interaction with motor vehicle traffic throughout the HST system. The Program EIR/EIS concludes that the HST alternative would result in denser development patterns than the No Project or Modal Alternatives as a result of more transit-oriented development around HST station areas (see Chapter 5, *Economic Growth and Related Impacts*).

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				suburban sprawl and conserves land for agricultural use, public recreation and wildlife refuge. RELATED REFERENCES Polosa R, Salvi S, Di Maria GU. Allergic susceptibility associated with diesel exhaust particle exposure: clear as mud. Arch Environ Health 2002 May-Jun;57(3):188-93. Colburn KA, Johnson PR. Public health. Air pollution concerns not changed by S-PLUS flaw. Science 2003 Jan 31;299 (5607):665-666. Kasai Y. Tokaido Shinkansen Reaches Technical Perfection. International Railway Journal, Jan 2000 v40 i1 p30. Pimentel D, Herz M, Glickstein M, Zimmerman M, Allen R, Becker K, Evans J, Hussain B, Sarsfeld R, Grosfeld A, Seidel T. Renewable energy: current and potential issues. BioScience, Dec 2002 v52 i12 p1111(10).		
W063	between February and May 17, 2004*	Robert KALI Gomez	2619 Driller Ave. Bakersfield, CA 93306	Inclusive planning is a primary concern for a project of this type and care should be taken to inform all groups. Efforts should be made to make special considerations to notify and include as many Native American groups as can be identified within the project area and beyond.	W063-1	During this program-level process, the co-lead agencies have made a special effort to notify and include potentially affected Native American groups. Consultation was initiated with the Native American Heritage Commission for a search of their Sacred Lands file and lists of Native American contacts. The contacts