

Comment Letter I016

I016

3-18-04

Dear Sir,

We urge you to consider an  
 alternate Pass route for  
 high speed rails.

Henry Coe <sup>MSR</sup> State Park  
 should be preserved

Thank you.

Mrs. R. Cousins

Mr & Mrs Robert Cousins  
 459 Marin Dr  
 Burlingame, CA 94010

I016-1

I016-2




Joseph Petriello, Chair  
 High Speed Rail Authority  
 725 K St. Suite 1425  
 Sacramento, CA 95814

5541418704

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**Response to Comments of Mr. and Mrs. Robert Cossins, March 16, 2004 (Letter I016)**

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**I016-01**

Please see standard response 2.18.1.

**I016-02**

Please see standard response 6.3.1.

Comment Letter I017

03/22/2004 15:38 9165311118

KIM ROSANIA

PAGE 01

APR-07-2004 18:16

CA Dept of Education

916 319 0156 P.02/02

1017



March 22, 2004

Joseph E. Petrillo  
Chairman  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814

Dear Chairman Petrillo:

We are aware that the High-Speed Rail Authority Board will hold public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of the Central Valley Rails to Trails Foundation (CVRTF) to create a much-needed trail on the CCTC corridor. Your support for the alternative downtown route is requested.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

Based on a recent survey conducted by CVRTF, property owners adjacent to the CCTC corridor also support usage as a trail for non-motorized recreation and have become accustomed to the rails being unused. Many new residential neighborhoods have been developed immediately adjacent to the CCTC corridor since it was last used about six years ago. In contrast, the alternative downtown route presently supports active rail lines and would pose a less dramatic impact on natural resources, residents and businesses along the corridor, besides the obvious benefit of running into the center of downtown Sacramento.

We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,

*Andrea Birdsall*  
Andrea Birdsall  
7833 Hurst Court  
Sacramento, CA 95829

March 22, 2004

Fran Florez  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814

Dear Ms. Florez:

We are aware that the High-Speed Rail Authority Board will hold public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of the Central Valley Rails to Trails Foundation (CVRTF) to create a much-needed trail on the CCTC corridor. Your support for the alternative downtown route is requested.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

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We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,

Andrea Birdsall  
7833 Hurst Court  
Sacramento, CA 95829

[017-1]

TOTAL P.02



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

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**Response to Comments of Andrea Birdsall, March 22, 2004 (Letter I017)**

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**I017-01**

Please see standard response 6.12.1.



**Comment Letter I018**

**I018**

March 19, 2004



Mr. Joseph Petrillo, Chair  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Mr. Petrillo:

Please reconsider the Altamont Pass route for the high speed train. We must conserve the undeveloped and protected land of the Diablo Range. We have no intact ecosystems to spare. Your actions will last many lifetimes and determine the future for wild California.

I018-1

A handwritten signature in cursive script that reads "Carole Farina".

Carole Farina  
2998 McGarvey Ave.  
Redwood City, CA 94061



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

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**Response to Comments of Carole Farina, March 22, 2004 (Letter I018)**

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**I018-01**

Please see standard response 2.18.1.



Comment Letter I019

I019



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

Attn: California High-Speed Train, Draft Program EIR/EIS Comments, May 14, 2004 deadline

Dear Committee Head:

We are writing at the request of the Loma Prieta Chapter of the Sierra Club to urgently request you to include the Altamont route in your considerations to locate a high-speed rail connecting the Central Valley and the Bay Area. We are asking you to vote against a rail through Coe Park and the northern part of the Hamilton Range.

1019-1

It is difficult to comment on the unthinkable routes that have been proposed and favored. We, as residents of California, are puzzled as to the logic of cutting through California's precious and, in some cases, protected wildernesses!

California land has meaning – and sprawl, unchained development, and over population injure us in the long run. These must be done with a nod to our wild lands. Hundreds of Californians use these lands for camping, biking, birding, recreating, and simply riding in the car on a Sunday to regain spiritual strength from an increasingly terrible and divided country.

1019-2

You would spend *years* cultivating tracks, tearing up *any* area, building construction camps, and creating an unsightly scenario for us who admired our ranges and wild lands for their intangible benefits and beauty and worked to save them.

No conservation area hard won, as it is in California, should fall to this type of "progress" because it is not progress; it is giving in to those voices that are undemocratic and perhaps reside east of us. Wrong, morally wrong. Forget "liberal." This is serious common sense. We wonder how much of a voice U.S. Rep. Pombo (R-Tracy), for instance, has had in this effort to avoid including the Altamont Pass. How wrong headed could one be! We understand that the Sierra Club cannot learn why the Pass has been taken off the board. Is this America, the land of open access to information? Not the one we knew.

1019-3

We prefer a route, which bypasses Henry Coe State Park and the Diablo Range. We insist on the re-inclusion of the Altamont Pass.

1019-4

*No undeveloped and protected lands should fall to this proposed rail system.*

*As for doing environmental impact statements, it would make it an aimless activity, as you certainly would be impacting the environment. Is there a way not to?*

*The area east of the Bay Area, the Tracy area, has nothing going for it, in wild lands, but it does have intense development and building of houses, even proposed new towns or village centers; a rail would fit. And nowhere else.*

*In addition note that this proposed density for Tracy calls for having a high-speed rail in it vicinity, hooking to the Bay Area through crowded Dublin and Pleasanton and those entire metropolitan area south from the Sunol Valley on down to San Jose!*

*Thank you for listening. We hope you do.*

*We pray you take heed, and remember the spirit of Ansel Adams, a true Californian. We hope you take heed before an irrefutable mistake is made.*

Regards,  
 Carolyn A. Straub  
 Stephen L. McHenry

1019-5

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**Response to Comments of Carolyn A. Straub and Stephen L. McHenry, March 22, 2004 (Letter I019)**

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**I019-01**

Please see standard response 2.18.1.

**I019-02**

Please see standard response 6.3.1.

**I019-03**

Please see standard response 2.18.1.

**I019-04**

Please see standard response 2.18.1.

**I019-05**

Please see standard response 6.3.1.

**Comment Letter I020**

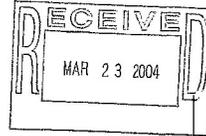
**1020**

California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814  
(916) 324-1541

March 22, 2004

Attention: Carrie Pourvahidi (Deputy Director)

RE: Proposed High Speed Rail Train  
Central California Traction Company rail corridor



Dear Ms. Pourvahidi:

I am OPPOSED to the addition of a high speed rail train running through our neighborhood at Calvine and Vineyard (near Bradshaw) that has been proposed.

When we purchased our home in this neighborhood, we were told they did not know "exactly" what was planned for the corridor running behind our home, but that it would probably be a conservation trail, bike trail, etc. Had we known there was a proposed high-speed rail train, we would never have bought this home. We do not want to live near high-tension wires, etc. because of health concerns. Nor do we want to live near a high-speed train that could pose a safety hazard to our children or families in the neighborhood.

We want our children to be safe, our neighborhood to be safe and quiet. To install a high speed rail train would threaten the peaceful nature of this area. It would be better suited to place this train in a business area or commerce area more to the west of this area. That would make more sense than to place it in a residential neighborhood!

Would you want a high speed rail train placed directly in your residential neighborhood? These trains are to help people commute to work or travel, and should be placed off the freeway where people can more easily gain access and have a place to park their vehicles.

We support CVRTP's plans to create a safe recreational trail along the corridor for biking, walking, and horseback riding and that will also create a more comfortable habitat for wildlife.

Please reconsider this decision!

Sincerely,

David Heberling  
8276 Country Ranch Drive  
Sacramento, CA 95829-8143

10120-

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**Response to Comments of David Heberling, March 23, 2004 (Letter I020)**

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**I020-01**

Please see standard response 6.12.1.

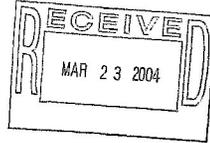


**Comment Letter I021**

**I021**

California High-Speed Rail Authority  
925 L Street Suite 1425  
Sacramento, CA 95814  
(916) 324-1541

March 22, 2004



Attention: Carrie Pourvahidi (Deputy Director)

RE: Proposed High Speed Rail Train  
Central California Traction Company rail corridor

Dear Ms. Pourvahidi:

I am **OPPOSED** to the addition of a high speed rail train running through our neighborhood at Calvine and Vineyard (near Bradshaw) that has been proposed.

When we purchased our home in this neighborhood, we were told they did not know "exactly" what was planned for the corridor running behind our home, but that it would probably be a conservation trail, bike trail, etc. Had we known there was a proposed high-speed rail train, we would never have bought this home. We do not want to live near high-tension wires, etc. because of health concerns. Nor do we want to live near a high-speed train that could pose a safety hazard to our children or families in the neighborhood.

We want our children to be safe, our neighborhood to be safe and quiet. To install a high speed rail train would threaten the peaceful nature of this area. It would be better suited to place this train in a business area or commerce area more to the west of this area. That would make more sense than to place it in a residential neighborhood!

Would you want a high speed rail train placed directly in your residential neighborhood? These trains are to help people commute to work or travel, and should be placed off the freeway where people can more easily gain access and have a place to park their vehicles.

We support CVRTF's plans to create a safe recreational trail along the corridor for biking, walking, and horseback riding and that will also create a more comfortable habitat for wildlife.

Please reconsider this decision!

Sincerely,

Patti Heberling  
8276 Country Ranch Drive  
Sacramento, CA 95829-8143

I021-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

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**Response to Comments of Patti Heberling, March 23, 2004 (Letter I021)**

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**I021-01**

Please see standard response 6.12.1.



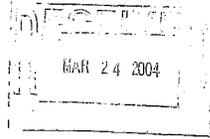
Comment Letter I022

I022

RICHARD & LUCILLE SEELEY

3924 El Caminito Street  
La Crescenta, CA 91214

(818) 246-1793



March 21, 2004

California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, CA 95814

Gentlemen:

Thank you for forwarding a copy of the EIR/EIS Summary to me. I have only two comments to make and they are as follows:

- 1) I believe that, in the interest of speed or time traveled, some of the smaller cities will have to be bypassed. For that reason, I would advocate for the elimination of the Palmdale and Gilroy route options to maintain the basic function of HIGH SPEED rail.
- 2) Since Maglev is now fully workable, I would hope that this high speed rail project will be able, over time, to be retrofitted for Maglev!

I022-1

I022-2

Keep up your great work. I only hope I will live long enough to see this project operate along, perhaps, with other rail projects statewide. Thank you.

Sincerely,

*Richard Seeley*  
Richard Seeley



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

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**Response to Comments of Richard Seeley, March 23, 2004 (Letter I022)**

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**I022-01**

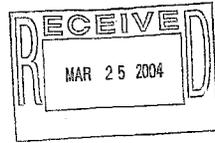
Please see standard response 6.23.1 and standard response 6.3.1.

**I022-02**

Please see standard response 2.10.3.

**Comment Letter I023**

**I023**



Richard Barton  
10479 Corfu Drive  
Elk Grove, Ca 95624  
March 23, 2004

Joseph E. Petrillo  
Chairman  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814

Dear Chairman Petrillo:

We are aware that the High-Speed Rail Authority Board will hold public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of the Central Valley Rails to Trails Foundation (CVRTF) to create a much-needed trail on the CCTC corridor. Your support for the alternative downtown route is requested.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

Based on a recent survey conducted by CVRTF, property owners adjacent to the CCTC corridor also support usage as a trail for non-motorized recreation and have become accustomed to the rails being unused. Many new residential neighborhoods have been developed immediately adjacent to the CCTC corridor since it was last used about six years ago. In contrast, the alternative downtown route presently supports active rail lines and would pose a less dramatic impact on natural resources, residents and businesses along the corridor, besides the obvious benefit of running into the center of downtown Sacramento.

We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,  
  
Richard Barton

I023-1

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**Response to Comments of Richard Barton, March 25, 2004 (Letter I023)**

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**I023-01**

Please see standard response 6.12.1.

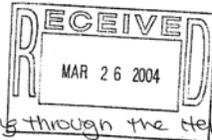


Comment Letter I024

I024

High-speed Rail Authority  
5 Street Suite 1425  
Sacramento, CA, 95814

Mr Dan Leavitt/Came Parvohrli:



I am writing concerning the trains running through the Henry  
e forest areas. If the high-speed rail authority runs  
trains in this affected area, they could render it as unsuitable  
- park land.

alternatives include building tunnels to lessen the impact,  
doubling the park's size in compromise. But with the  
train running through the park regularly, the idea of preservation  
could be crippled. If the high-speed rail authority  
averts the route, we can create example for other  
parks in the future.

I024-1

Thank you for your time.

Sincerely, Erica Bigler

A Bay Area Resident

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**Response to Comments of Erica Bigler, March 26, 2004 (Letter I024)**

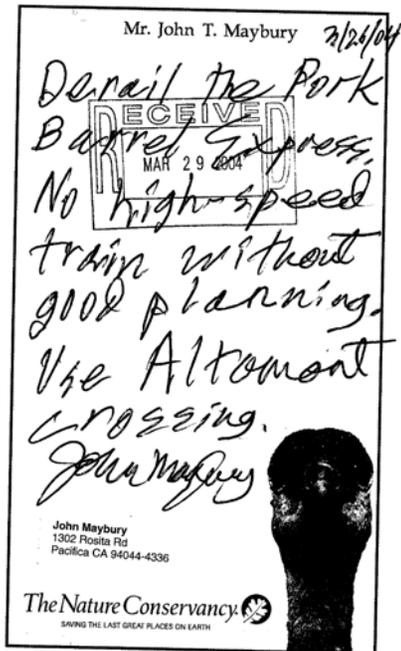
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**I024-01**

Please see standard response 6.3.1. The Authority will not pursue alignment options through Henry Coe State Park.

Comment Letter I025

I025



I025-1

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**Response to Comments of John Maybury, March 29, 2004 (Letter I025)**

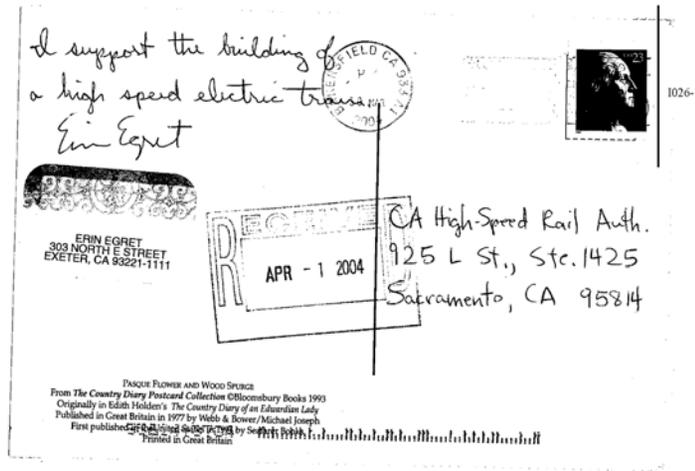
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**I025-01**

Please see standard response 2.18.1.

Comment Letter I026

I026



I026-1

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**Response to Comments of Erin Egret, April 1, 2004 (Letter I026)**

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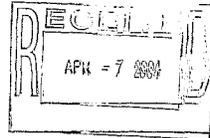
**I026-1**

Acknowledged.

**Comment Letter I027**

**I027**

Robert and Lisa Grubb  
9888 Cosumnes Rd.  
Wilton, Ca 95693



March 31, 2004

California High-Speed Train  
Draft Program EIR/EIS Comments  
925 L St., Suite 1425  
Sacramento, CA 95814

To Whom It May Concern:

I am writing concerning the proposed high-speed rail line, which will go through the community of Wilton. We are categorically AGAINST any such proposal, which would allow for a high-speed line through Wilton. Wilton is a quiet rural community that is rapidly being encroached upon by development and growth. A rail line of this sort would add noise, congestion and a big-city atmosphere that we are trying to avoid.

We are concerned about the disregard for the wishes of the people of our community, and would like to see the planners and bureaucratic decision-makers give us some respect. We already have the JTS development going in on Clay Station Road, Grant Line Road is approved for a 6 lane expansion, Dillard Road is on the 25 year plan as a 4 lane highway and the mall in Elk Grove is back on the planning books. All of these things add up to the rapid destruction of a quiet rural community.

Please do your part to protect our way of life and vote NO on the high-speed rail line.

Sincerely,

Robert and Lisa Grubb

1027-1



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

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**Response to Comments of Robert and Lisa Grubb, March 31, 2004 (Letter I027)**

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**I027-1**

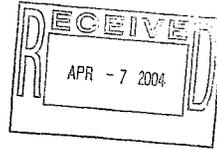
Please see standard response 6.12.1.



**Comment Letter I028**

**I028**

Rick W. Johnson  
P.O. Box 981  
Inverness, CA 94937



April 2, 2004

Mr. Joseph Petrillo, Chair  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Chairman Petrillo:

I am opposed to routing the High Speed Rail system through the Diablo Range. I believe that the Altamont pass route makes the most sense in terms of reaching population centers and having the minimum environmental impact. Please include the Altamont Pass alternative in the EIR, and I do hope the Authority drops the Diablo Range alternatives. The Diablo range is remote, and much of the proposed routes have sensitive habitat as well as designated wilderness. I cannot imagine any benefits from the new rail system could justify doing such environmental harm.

I028-1

The Pacheco pass route is nearly as bad since it will increase sprawl. Instead of solving transportation problems, the new rail system routed through Pacheco will create more problems than it solves.

Thank you for your attention to this matter.

Sincerely,

Rick W. Johnson



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

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**Response to Comments of Rick W. Johnson, April 7, 2004 (Letter I028)**

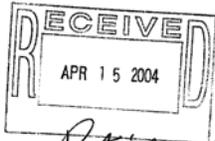
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**I028-1**

Please see standard response 2.18.1.



Comment Letter I029



April 14 2004  
Camille Molinari  
959 Terrace Dr.  
Palo Alto, Ca  
94024

1029

Joseph Petrillo Chair  
High Speed Rail Authority  
925 J. Street, Suite 1425  
Sacramento, CA 95814

Gentlemen:

I urgently request that the proposed route through Henry Coe Park be removed from consideration. The Altamont Pass would lessen serious impact on the environment and wildlife, which has become increasingly endangered with new encroachment.

Thank you for your serious attention to this problem. Altamont Pass would be a kinder solution.

Sincerely  
Camille Molinari

1029-1

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**Response to Comments of Camilla Molinari, April 14, 2004 (Letter I029)**

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**I029-1**

Please see standard response 6.3.1.

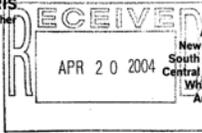


Comment Letter I030

I030



**CHEESEMANS' ECOLOGY SAFARIS**  
 Doug Cheeseeman, Zoologist & Wildlife Photographer  
 Gail Cheeseeman, Naturalist - Birder  
 Ted Cheeseeman, Conservation Biologist  
 20800 Kittredge Road  
 Saratoga, California 95070-6322, USA  
 Phone: (408) 741-5330 locally  
 1-800-527-5330; Fax (408) 741-0358  
 email: cheeseemans@aol.com  
 http://www.cheeseemans.com



Africa  
 Australia  
 New Zealand  
 South America  
 Central America  
 Whale Trips  
 Antarctica  
 Alaska  
 Arctic

April 14, 2004

HSRA  
 Attn: Calif High-Speed Train  
 Draft Program EIR/EIS Comments  
 925 L Street, Suite 1425  
 Sacramento, CA 95814

Dear Members of the HSRA,  
 Please vote against routing the rail line through undeveloped areas in the Hamilton Range. A high speed rail can be placed along an already developed route following Highway 152 through Pacheco Pass.

Putting a high transit corridor down Mines Road and through San Antonio Valley would amount to total "ecological ignorance." We hope that the Members of the HSRA are ecologically literate and understand why it is too destructive to valuable native flora and fauna to choose any other route than the already existing Highway 152 and the Altamont route.

Both through Coe Park and through the northern part of the Hamilton Range are unacceptable in our opinion. We hope that you agree.

Sincerely yours,  
 Gail + Doug Cheeseeman

I030-1

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**Response to Comments of Gail and Doug Cheeseman, April 14, 2004 (Letter I030)**

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**I030-1**

Please see standard response 6.3.1.

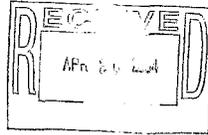


**Comment Letter I031**

I031

April 15, 2004

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



Dear Mr. Authority,

"The Draft Program EIR/EIS identifies all alignment and station options for the proposed 700-mile-long high-speed train system." Really? What happened to the Altamont crossing option?

Although I may be coming late to this project and may have missed the explanation of why the Altamont crossing is unsuitable, I still want to know why. It seems like an obvious fit looking at a map. If it has been ruled out, I would expect to see the reasoning somewhere. Without an explanation, it appears that you're "lying by omission".

Please, so I'm not left with the wrong impression, tell me why the Altamont crossing option is not listed in this draft EIR. Please send you response to me at the following.

Thanks,

Robert S. Means  
1421 Yellowstone Avenue  
Milpitas, CA 95035-6913  
408-262-0420 rob.means@electric-bikes.com

I031-1



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**Response to Comments of Robert S. Means, April 15, 2004 (Letter I031)**

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**I031-1**

Please see standard response 2.18.1.

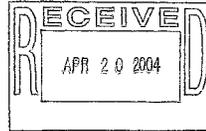


Comment Letter I032

I032

April 15, 2004

Joseph E. Petrillo, Chairman  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814



Dear Chairman Petrillo:

We are aware that the High-Speed Rail Authority Board has held public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. We support the testimony that was provided by the Central Valley Rails to Trails Foundation (CVRTF) and ask that you support the downtown alignment proposed for the Sacramento to Stockton segment.

Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of CVRTF to create a much-needed trail on the CCTC corridor.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

I032-1

Property owners adjacent to the CCTC corridor also support usage as a trail for non-motorized recreation and have become accustomed to the rails being unused. I personally have to cross these tracks three times to get home. Many new residential neighborhoods have been developed immediately adjacent to the CCTC corridor since it was last used about six years ago. In contrast, the alternative downtown route presently supports active rail lines and would pose a less dramatic impact on natural resources, residents and businesses along the corridor, besides the obvious benefit of running into the center of downtown Sacramento.

We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,  
  
Henry D. Bezzoni  
Wilton, CA

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**Response to Comments of Henry D. Pezzetti, April 15, 2004 (Letter I032)**

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**I032-1**

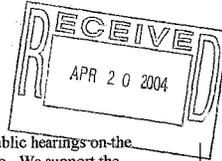
Please see standard response 6.12.1.

**Comment Letter I033**

**1033**

April 15, 2004

Joseph E. Petrillo  
Chairman  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814



Dear Chairman Petrillo:

We are aware that the High-Speed Rail Authority Board has held public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. We support the testimony that was provided by the Central Valley Rails to Trails Foundation (CVRTF) and ask that you support the downtown alignment proposed for the Sacramento to Stockton segment.

Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of CVRTF to create a much-needed trail on the CCTC corridor.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

I033-1

Property owners adjacent to the CCTC corridor also support usage as a trail for non-motorized recreation and have become accustomed to the rails being unused. Many new residential neighborhoods have been developed immediately adjacent to the CCTC corridor since it was last used about six years ago. In contrast, the alternative downtown route presently supports active rail lines and would pose a less dramatic impact on natural resources, residents and businesses along the corridor, besides the obvious benefit of running into the center of downtown Sacramento.

We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,

Jim & Quincey Roxburgh  
10970 Saint James Lane  
Wilton, CA 95693



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**Response to Comments of Jim and Quincey Roxburgh, April 15, 2004 (Letter I033)**

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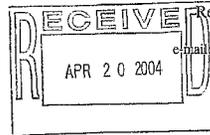
**I033-1**

Please see standard response 6.12.1.

Comment Letter I034

I034

Licensed by the CA Board for Professional Engineers and Land Surveyors  
**MICHAEL B. SONNEN**, Consulting Engineer  
 1327 San Pablo Avenue  
 Redlands, California 92373  
 (909) 798-1290  
 e-mail: mbsonnen@dslextrome.com



April 15, 2004

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

Ladies and Gentlemen:

SUBJECT: Draft Programmatic EIR/EIS -- COMMENTS

On two separate occasions I have received copies of the Authority's brochure: "Opportunity to Comment on California's Proposed High-Speed Train System." I suppose because I had attended Scoping meetings and made extensive, if hand-scribbled, comments then. So, having been asked twice more to comment, and having read your report on-line, I succumb to the temptation(s) to say anything further, as isolated and fruitless a single voice as mine may be.

Given the futility with which an unhopeful critique is viewed, even if for a most inauspicious inexperience that may hurtle along anyway with fanfare and broad backing, I shall be brief.

Succinctly, my four comments are these:

- 1) The selected 'Alternative' (to the described high-speed train -- HST -- project) is NOT likely to be instituted (in the alternative) and is hence a fatally flawed straw man. Additionally, regardless of the actual wording of either NEPA or CEQA, an EIR/EIS ought NOT attempt to be a 'decision document' that attempts to answer whether either alternative should be constructed. The document should MERELY serve as a comparison of 'this' project's impacts with 'that' other project's impacts.
- 2) The environmental impacts of the HST project are likely trivial, wholly mitigable, smaller than those of 'the' or any alternative, and largely irrelevant. Energy needs and costs, though, are likely to be insurmountable for centuries.
- 3) The only alternative worthy of comparison with a worthy HST project is air travel, now hopelessly bogged-down in security concerns; the HST project's EIR/EIS omits or overlooks nearly identical security problems for rail travel and that its unarguably much slower operation than air travel makes it unable to

I034-1

I034-2

High-Speed Rail Authority, 4/15/04, p. 2.

displace, improve upon, or compete cost-effectively with BART- or Metrolink-like systems.

I034-2  
cont

- 4) The intrastate demands anticipated in your report for additional interregional California-citizen passenger rail travel, at any speed(s), are not substantiated. 'The project' and its alternative(s) are simply not needed today and will not be needed by 2020.

It is conceivable that events will make a high-speed rail system both feasible and attractive for California by (roughly) 3030. At that juncture, there will be 100,000,000 people resident in the state, fusion energy for the production of inexhaustible electricity will have been perfected and placed on-line via atomic-energy plants buried within the Sierra Nevada mountains -- apparently placed there by tectonic serendipity for the purpose, with one-half of the HST's major-axis elliptical track(s) stretched from north of Mt. Shasta 'down' to Otay Mesa at roughly 3,500 feet (msl) and the other at about 350 feet -- not so much because that is the least-cost routing, but because it is the prettiest and, even more simply because, in the above-ground, highly educated, and well-lit environment of that century's *homo sapiens*, (irrespective of the fates then of the milk vetch and the red-legged frog): Whatever is thought can be.

I034-3

Respectfully submitted,

Michael B. Sonnen, PhD, P.E.



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**Response to Comments of Michael B. Sonnen, April 15, 2004 (Letter I034)**

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**I034-1**

The Modal Alternative includes a combination of potentially feasible highway and aviation system improvements; quantifiable capacity enhancements, primarily additional through lanes, passenger terminal gates, runways, and associated improvements. The Modal Alternative is a good representation of the potentially feasible infrastructure which could accommodate the same level of future intercity travel demand in the same geographic markets as the HST Alternative, and thus provides a useful comparison to the proposed HST alternative. In addition to providing a comparison of potential impacts of various alternatives, the Draft EIR/EIS identifies a preferred system alternative and the Final EIR/EIS will identify preferred alignment and station alternatives for the HST system, consistent with the provisions of CEQA and NEPA.

Section 3.5 of the Draft Program EIR/EIS provided an overview of the potential operation and construction impacts associated with both overall energy use and electrical energy use for the existing conditions and the No Project, Modal, and HST Alternatives, and indicates a potential reduction in overall energy use related to the proposed HST system, as compared to the other alternatives. Please see standard response 3.5.3 in regards to the discussion of energy use in the Draft Program EIR/EIS.

**I034-2**

The HST system would not serve the same markets and would not compete with local and regional commuter services such as BART and Metrolink. The the total trip times of HST would be very competitive with other modes of transportation (air, automobile) as described in Section 3.2 *Travel Conditions* of the Program EIR/EIS. Please see standard response 2.8.1 regarding HST security.

The Modal Alternative focuses on air and highway travel improvements, since they are the current predominant modes for intercity trips. A Modal Alternative that would accommodate the representative intercity demand solely within the aviation mode of intercity transportation was considered and rejected as unreasonable. The analysis showed that improvements to the aviation system alone would not be practical and feasible to accommodate all of the representative intercity travel demand, since air travel would not be competitive for trips less than 150 miles (240 km). (Draft Program EIR/EIS, page 2-16) Please see standard responses 2.1.1 and 2.1.2 in regards to the ridership and revenue assumptions for HST.

**I034-3**

Support for the estimated interstate travel demand increase anticipated in the Draft Program EIR/EIS is provided in Chapter 1 *Purpose and Need* and Chapter 2 *Alternatives*. These estimates are based on the best available data and accepted methodology for such projections. Please see standard responses 2.1.1 and 2.1.2 regarding the HST ridership and revenue assumptions.

Comment Letter I035

I035



April 19, 2004

Joseph Petrillo, Chair  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA. 95814

Mr. Petrillo-

The purpose of this letter is to express my deep concern regarding the proposed routes for the new high speed rail project your committee represents. I learned recently that two of the proposed routes go directly through my neighborhood here in Morgan Hill and proceed across the Diablo Range to connect the main line somewhere near Merced. With regards to these two routes, one goes directly through Henry Coe Park, and the other along its northern border, both of which will have a devastating effect on the local environment. I find both these routes deeply concerning as I and many of my fellow South Bay citizens use this park and the adjoining foothills for recreation, along with the various forms of wildlife and flora that call it home. I can not help to think that there are also must be many cost and engineering concerns along with the obvious environmental ones associated with these routes.

I035-1

Let me say that I think the project is a wonderful one, and I fully support the concept. That said, I was surprised when I also read that the original proposed Altamont Pass route was not being considered. I, along with a lot of folks I have talked to, we were under the impression that when the project was passed it was the route shown in the election literature and would then be the proposed route. It made good sense, being as that route is the most direct to the Central Valley and is a natural pass with development and infrastructure already in place. I am perplexed in why this route was dropped from the review process, and why.

I035-2

I finish in asking that you and your committee remove the Morgan Hill/ Diablo Range routes from consideration, and re-add the Altamont Pass route to the review process.

I035-3

Thanks you for your time.

Sincerely,

Jim Arthur  
Morgan Hill, CA.



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

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**Response to Comments of Jim Arthur, April 19, 2004 (Letter I035)**

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**I035-1**

Please see standard response 6.3.1.

**I035-2**

Please see standard response 2.18.1.

**I035-3**

Please see standard response 6.3.1.

Comment Letter I036

1036

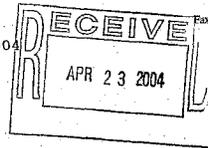
LAW OFFICES OF  
**LOUIS ONEAL**

96 North Third Street, Suite 500  
San Jose, California 95112

(408) 293-0463  
Fax (408) 293-9514

Louis Oneal  
Attorney At Law

April 22, 2004



PERSONAL AND CONFIDENTIAL

Mr. Rod Diridon  
Mineta Transportation Institute  
210 North Fourth Street, 4th Floor  
San Jose, California 95112

Dear Rod:

Thank you for agreeing to get this information to the proper persons on the High-Speed Rail Authority.

I think it would be helpful if they were to know some facts about the history of the Isabel Valley Ranch and some current facts about the species of wildlife which currently reside there, as well as a little information about the bird life, both of which are supported by the sources of water on the ranch, which sustains their life and the existence of the trees, shrubs, brush and grasses contained on the property.

I would like to point out to these folks that the property now contains one of the larger herds of Tule Elk which Julie Packard, in conjunction with the State of California Fish & Game Department, has reintroduced many years ago on the Hewlett Packard land. She also reintroduced antelope and for whatever reason, both species migrated to our ranch where we now have between 300 and 400 in residence. I might here note that the Packards have retained many of these animals on their ranch, and would make the observation that it would be almost impossible coming through the Diablo Range not to have to go through the Packard Ranch to reach our ranch. I am sure you will be hearing protests from the Packard's interest.

In any event, in addition to the elk and antelope, which were once indigenous to the Diablo Range, we have a large number of California Black Tail Deer, mountain lions, bob cats, wild pigs, coyotes, two species of foxes, opossums, skunks, badgers, two varieties of squirrels (tree/gray and ground/brown), jackrabbit, cotton tail rabbits, and according to the Audubon Society 150 different varieties of birds, some migratory, but the vast majority in permanent residence on the Isabel. We have some bald eagles and golden eagles, osprey, many species of hawks and birds of prey. We also have frogs, salamanders and different varieties of snakes. According to botanists, we have a huge variety of trees, shrubs, flowers and grasses. I will, if you deem it necessary, provide reports on any or all of these resources.

Mr. Rod Diridon  
April 22, 2004  
Page 2

Of the approximately 11,500 acres of the Isabel Valley Ranch we have discovered, over the past fifty-five years of our ownership, several Indian artifacts and burial grounds. On several occasions, back in the 1960's at the request of the University of California and San Jose State, we allowed the Department of Archeology to explore some of these sites and retrieve for their studies artifacts which they discovered. For your information, some of these artifacts were carbon dated at 2,000 years old. Also for your information, the Indian burials, which were exhumed, were reburied in the same spot. We have left, according to the professors, several hundred burial sites.

Historically the DeAnza Party in the 1700's described in their explorations by journals that members of that party kept, the Isabel Valley and many of the Indian Tribelets that occupied the area. Of interest is the fact that our son Jim discovered a hand forged silver inlaid Spanish spur in one of the canyons on the ranch. According to the experts in such matters, the spur was from the 1700's and no doubt was a remnant of the Spanish Explorers who came through the area.

We have on the ranch a series of canyons which descend from what is known as Castle Ridge. Our ranch is on the eastern slope while the Hewlett Packard and the LeDeit Ranches lie on the western slope. There are, as in most of all of these canyons, springs which water experts tell us come from the aquifers to the valley from the Sierra snow packs, and provide water for, not only the vegetation, but for all the wild life and bird life which the area contains.

I would also like to point out as my brother did at the hearing in San Francisco, that all of the water that passes through the Isabel Valley, be it Smith Creek or the Isabel Creek, flows around the north end of Mt. Hamilton, where the two creeks join and empty into the Calaveras Reservoir behind Milpitas, which is part of the San Francisco Water Company and is a part of the water supply for that City.

All of the owners, which consists of the Oneal Family, the Swenson Family, and the McDonald Family have sought and maintained the property in its natural state. We have encroached a bit by getting electrical service to the property, which we did not have when acquired in 1947, and more recently telephone access through cable into our ranch and into the ranches of our neighbors. We fully appreciate how lucky we are to have access to the Isabel and have made it a point to share it with others; be that Boy Scouts, father/son, father/daughter, fishing derbies, church groups and a host of friends of all of our families.

I036-1  
cont

I036-1



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

Comment Letter I036 Continued

Mr. Rod Diridon  
April 22, 2004  
Page 3

Essentially we are 18.4 miles from San Jose, living in a time wharp, which is essentially the same as it has been for hundreds of years, except for the amenities (phone and electricity), and the existence of several man-made lakes, which are stocked with trout, bass, blue gill, crappies and catfish. They also are stopping points for the waterfowl which migrate from Canada to Mexico along the Pacific Fly Way.

Rod, I think it is unfortunate that the owners of property behind Mt. Hamilton, many of whom have been in ownership of the properties for many generations from the 1800's forward, have not been advised of the fact that their properties are being discussed by the High-Speed Transportation Authority. Many of them, including the Gerber Family who own most, if not all, of the San Antonio Valley have been in the ranching business there since the 1800's raising cattle. I would think that to the extent that their knowledge of the country might benefit your engineers, you might want to contact them to seek whatever information they have gained about environmental issues over the past 100 years. Perhaps the best way to do that would be through a contact with the Mt. Hamilton Range Improvement Association, which is comprised of most, if not all, of the owners of property east of Mt. Hamilton. They could prove to be a tremendous resource for your staff in ascertaining the advantages or disadvantages of choosing a route through the Diablo Range.

I036-1  
cont

Meanwhile, if you have any specific information which you would like me to provide, I would be happy to do so.

I would think it would be advisable for the Authority to keep the property owners advised as to the planning of access to the San Joaquin Valley, so that they might plan their futures and the futures of their children.

Warmest regards,

  
LOUIS ONEAL

LO:prt

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**Response to Comments of Louis ONeal, April 22, 2004 (Letter I036)**

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**I036-1**

Acknowledged. Please see standard response 6.3.1.

Individual property impacts are not identified at the program-level of environmental analysis and the broad public outreach conducted was appropriate for preparation and review of the Draft Program EIR/EIS. Notice to property owners that may be directly affected would occur during project-level environmental reviews.

**Comment Letter I037**

**I037**

2355 Jane Lane  
Mountain View, CA  
94043  
24 April 2004

Joseph Petrillo, Chair  
High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA, 95814

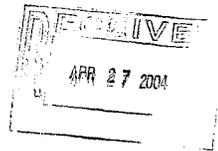
Dear Mr. Petrillo:

I have been reading about the proposed High Speed Rail link between Northern and Southern California. I am a supporter of the plan because of its environmental and economic benefits. I am not a supporter of the proposed routes through the Diablo Range though. Wild lands and threatened species habitat should not be sacrificed to this project. I recommend that the route up through Stockton and the Sacramento Delta using existing rail right-of-ways.

I037-1

Sincerely,

  
David Erskine



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**Response to Comments of David Erskine, April 24, 2004 (Letter I037)**

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**I037-1**

Please see standard response 6.3.1.



**Comment Letter I038**

**1038**

April 15, 2004

Joseph E. Petrillo  
Chairman  
High-Speed Rail Authority Board of Directors  
925 L Street, Ste. 1425  
Sacramento, CA 95814



Dear Chairman Petrillo:

We are aware that the High-Speed Rail Authority Board has held public hearings on the recently completed EIR/EIS study on March 23, 2004 in Sacramento. We support the testimony that was provided by the Central Valley Rails to Trails Foundation (CVRTF) and ask that you support the downtown alignment proposed for the Sacramento to Stockton segment.

Based on the summary available on the Authority's web site, we understand that the Central California Traction Company (CCTC) rail corridor is one of two possible alignments being considered for the high-speed rail project between Sacramento and Stockton. Our family opposes using the CCTC corridor for this purpose and instead supports the mission of CVRTF to create a much-needed trail on the CCTC corridor.

Local residents and business leaders have been working to create the CCTC trail since the year 2000, and the Cities of Galt and Elk Grove have weighed-in in support of the trail. Foundations and local recreation groups have helped raise funds to increase community awareness and participation in the creation of this much-needed trail.

1038-1

Property owners adjacent to the CCTC corridor also support usage as a trail for non-motorized recreation and have become accustomed to the rails being unused. Many new residential neighborhoods have been developed immediately adjacent to the CCTC corridor since it was last used about six years ago. In contrast, the alternative downtown route presently supports active rail lines and would pose a less dramatic impact on natural resources, residents and businesses along the corridor, besides the obvious benefit of running into the center of downtown Sacramento.

We ask that you take into consideration the fact that our community already has plans to use the CCTC corridor and request that the High Speed Rail Authority Board of Directors support the alternative downtown alignment.

Thank you for your attention to this important issue.

Sincerely,

Robert Herring  
Wilton, CA



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**Response to Comments of Robert Herring, April 15, 2004 (Letter I038)**

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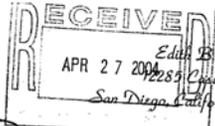
**I038-1**

Please see standard response 6.12.1.



Comment Letter I039

I039



Edith B. Locke  
1225 Cherokee Court  
San Diego, California 92128-2723

FANDPMEDD@aol.com

To Rail Authority 4/23/04

Re: Antelope Valley

I read with interest of the possibility of a fast rail south of F.A. I realize the proposed route is on the map in black. There is also an orange route a bit southeast to a point in Antelope Valley.

LAX has outgrown its space as an airport. It seems to me that another airport in Antelope Valley would be feasible provided there was a fast rail service to move air passengers quickly

I039-1

into the city of F.A.  
I know there has been some talk about this Lancaster-Palmdale location in the past and I was wondering if this is a possibility in your plans.

Sincerely,  
Edith B. Locke

I039-1  
cont



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**Response to Comments of Edith B. Locke, April 23, 2004 (Letter I039)**

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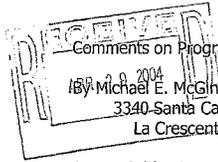
**I039-1**

Please see standard response 6.25.1 and standard response 6.23.1.



Comment Letter I040

I040



Comments on Program DEIR for California High Speed Rail

Michael E. McGinley, P.E.  
3340 Santa Carlotta Street  
La Crescenta, CA, 91214

*Michael McGinley*  
Calif. Civil 24900

I am a California native and a California registered Civil Engineer, 60 years of age. I am a regular Metrolink commuter and use the Surfline and San Joaquin trains 2-6 times each year. I strongly support the construction of a High Speed Rail system as one component of building (and restoring) California's transportation infrastructure. Thank you for considering these comments.

General: Choice of Technology:

High Speed trains affect the comfort of passengers when they pass through tunnels due to aerodynamic pulses at tunnel portals and when trains pass. The California HST should be designed with a pressurized cabin to eliminate this discomfort and to present the public with the best available technology. The Korean system (which has a high percentage of tunnels) uses pressurized cabins. The French TGV does not, and passage through tunnels is quite unpleasant.

I040-1

Page S-3, Item S.3

I believe that these four comments (or the concepts behind them) should be incorporated into the EIR in order to place the HST project in the whole context of transportation infrastructure and how to frame the choice between HST, no-build, and other modes.

1) In the discussion of deciding upon a mode to meet the transportation demands of California consideration should be given to the inability of the "no-build" and the two competing modes (air and automobile) to meet the needs of all significant groups of travelers. Persons who are unable to fly or drive due to health reasons, or who cannot afford automobiles (and their associated costs including insurance) are under-served by any option to expand air and/or auto travel. These groups include the elderly, disabled, young, and poor segments of the population. In particular, as a 60-year old, I am concerned that the elderly component of the state's population is denied transportation with only highway options. I believe that the HST should be strongly presented as the choice that best serves these populations.

I040-2

2) An additional consideration of a HST system is that it provides redundancy for transportation. Extreme conditions (e.g. petroleum shortages or terrorist acts) could again disrupt highway or air travel; with three instead of two options for

travel, transportation infrastructure is more able to adjust to unknown future conditions.

3) The "no build" and "modal" alternatives may be viable if petroleum remains a plentiful resource. The HST relies on a variety of energy resources and therefore is capable of providing economical transportation in the event of disruption of and/or high priced petroleum markets. The other alternatives would fail to provide their promised transportation under such scenarios.

I040-3

4) The DEIR assumes a complete HST system would be constructed and placed in operation as one complete project. In actual practice, there are several elements of the HST system that could be constructed and placed in operation incrementally. One example is the Los Angeles to Bakersfield segment; it could be operated as an extension of the present "San Joaquin" service simply by changing locomotives at Bakersfield pending the completion of the HST lines further north. Another example with high immediate but local value is the Los Angeles to LAX segment. Also, if the initial operating segments prove to be viable additional routes, route extensions, and other enhancements will be supported by the public and built. The HST planning should consider future configurations for the connecting points for likely added routes and lines.

I040-4

Figure S.4-2 and page S-5 Item S.4.4.B

The Grapevine option is superior to the Antelope Valley route for the state transportation demands as a whole; the Antelope Valley route best serves local Los Angeles interests, possibly including Palmdale Airport access. Eventually both should be built. Because the additional travel time via Antelope Valley could severely weaken the HST competitive position vs. air travel for the largest market (LA to Bay Area), the Grapevine route should be built first. It is a deviation from inter-regional transportation principles to detour and slow down the HST to serve commuting markets in Los Angeles County. That said, perhaps an extension of the HST line could/should be built to the Antelope Valley similar in concept to the feeder line to Orange County as they both serve important local interests.

I040-5

In comparing operating costs, ridership, and revenues between the Grapevine and Antelope Valley lines, high ridership between only Los Angeles and Antelope Valley implies that trains running the whole route have many empty seats north of Antelope Valley or that some trains make Los Angeles-Antelope Valley round trips. The EIR should explain what operating models were used to develop the ridership and operating cost estimates. To a professional railroad operations manager the Antelope Valley operation appears to be over-simplified.



**Comment Letter I040 Continued**

In choosing to initially construct either the Grapevine or Antelope Valley route between Los Angeles and Bakersfield, the HSRA should configure the connecting points to facilitate building the unchosen route at some time in the future without impacting the then-operating HST line.

I040-5  
cont

**Page 5-6, Item S.4.4.D**

Beach enhancement would probably be a less expensive mitigation than tunnels for the route segments through San Clemente. Unrelated to railroad activities, beach communities have suffered beach erosion: perhaps an expanded beach on the seaward side of tracks would be a "win-win" compromise between the beach communities and the rail construction authority. With a wider beach the footprint of the two-track corridor and pedestrian over/underpasses would be mitigated by the added recreational areas and landscaped buffers. The HST project could import sand and widen the beach under the same concept of construction mitigating wetlands or other environmental projects.

I040-6

**Page 5-8, Items S.5.3 and S.5.4**

The HST alternative should not be represented as a "cure" for highway congestion but rather as an attractive, viable, economical alternative to highway and/or air travel. There are a large number of trips that are only viable by automobile; the goal of the HST is to offer an attractive alternative mode for as many travelers as practicable; those who do not need their automobiles for trips. This should be explained to the public at the time they will be asked to vote for funding and for approval of local design alternatives. To this end, the public should not be led to believe that a vote to support HST is a vote against reasonable investment in highway infrastructure but rather it is a vote to relieve the highways that are parallel to the HST of a large fraction of future trips.

I040-7

**Page 5-15, Item S.6**

Using existing freight (or mixed freight and passenger) rail corridors is quite acceptable provided that ALL the tracks are grade separated from all streets. If the HST tracks are built as grade separated and the existing tracks remain at grade then there is no practical way to grade separate the existing tracks in the future and our community is left with the safety and noise impacts of at-grade crossings.

I040-8

The use of existing rail corridors poses problems of exposure to residential and other receptors, often with environmental justice implications. One suggested way to mitigate such impacts and possibly gain acceptance for these desirable routes would be to design them as "linear parks". Every effort should be

expended to make them an attractive, landscaped element of the community. Parallel multi-use trails and sections on viaducts with parking or other uses underneath the structure may be acceptable.

I040-8  
cont

Consideration should be given to sound walls just high enough to diminish wheel noise; good aerodynamic design can reduce carbody and pantograph wind noises. Short walls are less of a visual intrusion on the communities and they offer HST train passengers a view.

I040-9

**Page 6-10 San Jose to Merced Alignments**

This segment is attempting to satisfy two somewhat exclusive interests: to create the fastest route from the Bay Area to both to Sacramento and to Los Angeles. At a far future time both markets may be served by separate routes, it may be best to choose the Pacheco Pass route for the first HST network so that it will provide optimum service to the biggest market (LA to Bay Area). Track and structures should be configured to enable future direct routes (perhaps via Altamont Pass) to be grafted onto the first HST system without undue construction impacts.

I040-10

**Pages 6-25 to 6-39 Stockton to Bakersfield Alignments**

Use of the UP alignment offers two advantages related to the existing "San Joaquin" train service. First, there would be less construction impacts to the present train performance; the CA sponsored rail passenger service should be encouraged both as feeder to the HST and as a cultural and economic choice by travelers. It should not be degraded by the HST construction. Second, the BNSF/San Joaquin service could survive with its different set of station cities as a supplementary service and not be extinguished upon completion of HST.

I040-11

**Page 6-47 Section 6.4 Bakersfield to Los Angeles**

Refer to my comments for S 4.2 and S 5 above. The Grapevine route is best for the state as a whole, yet the ultimate HST system may be best configured with a separate feeder line from Los Angeles to the Antelope Valley.

I040-12

**Page 6-57 Bakersfield to Los Angeles Stations**

The best HST station site for Burbank is the airport because it connects with air travel and with the supporting business (car rental, hotel, etc.). Travelers destined for Burbank/Media City could either transfer to Metrolink at Sylmar or Los Angeles, or utilize a shuttle/people mover between the airport and the Media City site.

I040-13

**Comment Letter I040 Continued**

**Page 6-57 Burbank Metrolink/Media City Station:**

The existing Burbank station is more than a mile from Griffith Manor Park (it is between Western and Sonora, about 0.2 miles southwest of the tracks). This would not appear to be a potentially impacted resource. Two City of Burbank parks (McCambridge and George Izay) are less than a mile away, however they are also separated from the station site by several city blocks of urban land use and should not be affected.

I040-13  
cont

**Page 6-58 & 59 Los Angeles Station**

The description is difficult to follow without a map to describe the route connections for each station option or a detailed drawing of the station options.

A stub-end design for HST at Union Station appears to be a poor use of this valuable space. Stub end stations need more track infrastructure because trains dwell there for enough time to reverse directional controls and to perform between-trip servicing. A run-through configuration has two advantages: first, it leads to faster service with better connections beyond Los Angeles and second, more trains per hour can serve each platform track.

I040-14

Refer to comments below for Los Angeles Airport service. If Los Angeles Union Station is configured as a run-through station, two examples of through service are practicable. First, service to/from the airport extending on to either one of the Orange County services and second, the Northern California super speed electric trains continuing through Union Station and directly on to San Diego via Ontario and the I-15.

**Page 6-60 Los Angeles to San Diego via Inland Empire**

Planners for the Alameda Corridor East agency have proposed that the UPRR "Colton" alignment is to be severed in west Pomona in order to avoid building a grade separation for Temple Ave. Their design is for this (presently freight and Amtrak) route to be diverted about 1/3 mile southward onto the "Riverside" corridor for a distance of about 2 miles in order to take advantage of the existing overpass of Temple Ave. While this may work as a freight speed alignment it is probably not an acceptable alignment for a viable HST nor is it reasonable to assume that the footprint of the Riverside corridor can accommodate both the added freight tracks and the added HST tracks. The HST may have to revert to the original "Colton" (former Southern Pacific) alignment and construct an aerial section to go over Temple Ave.

I040-15

Other parties have explored HST and MagLev as systems to connect Las Vegas, Nevada, to this region; most of these designs pass near the Ontario Airport and/or the I-15 alignment. This HST planning project should include provision to interface with other modes or eventually have a connection built to take a California HST system to Barstow and eventually Las Vegas.

I040-15  
cont

**Page 6-79 Los Angeles to Los Angeles Airport (LAX)**

This line would be well served by a station at Long Beach Ave. and Slauson Blvd. to provide intermodal connection with the LAMTA Blue Line LRT.

This line should extend through an LAX station in order to avoid the congestion and delays of an end-of-route stub end station. A logical end point would be a maintenance base and turn-back facility at a site south of LAX, possibly in the industrial zones along Aviation Blvd. Another option would be to continue south to Torrance or even San Pedro.

I040-16

Operation planning for this line should consider pairing it with either the LOSSAN HST to Irvine or the LOSSAN Corridor non-electric service to San Diego (and therefore operating the San Diego via Inland Empire service as an extension of the northern routes).

**Page 6-81 and Map 10 Los Angeles to Orange County**

The optimum combination of services is to have HST on the UPRR alignment to Anaheim and also to San Diego via the Inland Empire; leave the LOSSAN corridor to the continually evolving Metrolink and California Division of Rail "Surfliner" or similar services, and maintaining the freight capacity on this route.

Use of the UPRR corridor provides excellent intermodal connections with the Metrolink/Amtrak Anaheim station and (presumably, see below) the Norwalk Green Line station. Anaheim has been designated as the south end of proposed HST and MagLev systems that connect Las Vegas to this region; this would be another useful intermodal connection.

I040-17

The Norwalk station for HST on the UPRR alignment must be made to connect with the LAMTA Green Line, this provides opportunities for connections to LAX.

The LOSSAN corridor is severely constrained by freight capacity issues from Los Angeles to Fullerton; it should be avoided as a route for new modes unless additional right of way width is purchased for any added HST tracks.



**Comment Letter I040 Continued**

The "optional trench" between Santa Ana and Orange is very difficult to design and build. It is constrained by the I-5 freeway underpass on the south and by Santiago Creek on the north. The only place for a temporary track to be located during construction of this segment is in Lincoln Street; it is highly unlikely that the community would accept a long closure of this street. A better alternative would be to grade separate 17<sup>th</sup> street.

I040-17  
cont

**Page 6-87 and Map 11 Orange County to Oceanside**

While the proposal to bypass sensitive beach areas with tunnels is attractive to the residents of San Clemente it degrades the quality of the passenger experience by placing riders in a tunnel instead of within viewing distance of the ocean.

For a small fraction of the cost of the tunnels proposed to mitigate HST impacts to the beach areas the HST authority could import sand and expand the beaches. With a large mitigation ratio (say 5:1) the beach experience would be greatly enhanced for the residents and visitors to San Clemente and a secured right of way could be established (with suitable pedestrian over/under crossings).

I040-18

**Response to Comments of Michael E. McGinley, April 29, 2004 (Letter I040)****I040-1**

The HST equipment (train cars) would be pressure sealed to maintain passenger comfort regardless of aerodynamic changes along the line. The description of the HST Alternative in the Final Program EIR/EIS has been updated to include this provision.

**I040-2 and -3**

Acknowledged. The co-lead agencies also concur that the HST system provides redundancy for transportation, provides flexibility because electricity from the grid is produced by a variety of sources, both petroleum fueled and non-petroleum fueled, and reduces reliance on petroleum. The following text has been added to the Summary of the Program EIR/EIS:

“HST also provides system redundancy in cases of extreme events such as adverse weather or petroleum shortages (HST trains are powered by electricity which can be generated from non-petroleum or petroleum-fueled sources; automobiles and airplanes currently require petroleum).”

**I040-4**

The Draft Program EIR/EIS does not assume “a complete HST system would be constructed and placed in operation as one complete project,” but analyzes the potential impacts of the proposed system. The system could be constructed and placed in operation incrementally. The phasing of the HST system, however, is beyond the scope of this Program EIR/EIS. Please also see standard response 10.1.7.

**I040-5 and -12**

Please see standard response 6.23.1. Please also see standard response 2.36.1.

The conceptual operating plan for the HST system is described in Section 2.6.2 *Conceptual Service Plan* of the Draft Program EIR/EIS. This plan is described in more detail in the Authority's June 2000 Business Plan, and the ridership and revenue and corridor evaluation technical reports that support the Business Plan. Ridership and revenue for the Palmdale (Antelope Valley) to Los Angeles market are not included in the intercity ridership forecasts since these are trips within the Los Angeles region. A study of potential long-distance commuters using the HST service was also done as part of the ridership and revenue investigations by the Authority. It was assumed that service for long-distance commuters would largely be provided on the local and suburban express trains serving the intercity market. These forecasts were included in the Draft Program EIR/EIS analysis and referenced in the Draft Program EIR/EIS (see page 2-7).

**I040-6**

Double-tracking of the alignment through San Clemente (either at grade or in a short or long trench and cover tunnel) was considered but rejected from further consideration. Simple at-grade double-tracking was considered early in the development of alternatives, but rejected since introducing extensive sections of double-track in this area of high pedestrian traffic would greatly increase safety risks—without providing a significant expansion of the ability for pedestrians to safely cross over or under the tracks. Therefore, an at-grade alignment along the beach segment was modified to provide for easier pedestrian access through a cut-and-cover trench in the Pier Bowl area, the area of highest pedestrian activity (along with new pedestrian underpasses to the south). An additional cut-and-cover trench concept was investigated along the entire beachfront segment. These two potential options for non-electric conventional service improvements along the LOSSAN rail corridor were considered and rejected (Conventional Improvements Screening Report, May 16, 2003). It was determined that “design options along the beach at San Clemente would have severe

construction impacts and would have high impacts on natural resources and major geological and soils constraints.” (Draft Program EIR/EIS, page 2-94).

**I040-7**

Acknowledged.

**I040-8**

In general, when the HST system is using existing rail alignment/right-of-way and is at grade/existing grade, slightly elevated/depressed, or in a trench; it has been assumed that all the tracks (including existing services not on the HST tracks) would have to be grade separated from all streets and this has been included in the cost estimates. In the case where the HST system is on an aerial structure and is adjacent to or in existing rail rights-of-way it has not been assumed that the other tracks would be grade separated. In these cases, the existing services could separately be elevated on an aerial structure or depressed in a trench subsequent to the implementation of the HST service. This improvement would not be required as part of the implementation of the HST service and has not been included as part of the HST cost estimate. However, exceptions to this general approach include the HST alignment segment from Sylmar to Los Angeles and Los Angeles. For the majority of this corridor, it was assumed that all passenger services would be grade separated. See Response AL061-15.

Linear parks could be created as a potential mitigation measure through the use of attractive landscaping. Should the HST program move forward, subsequent project-specific environmental documentation would consider appropriate site-specific mitigation and landscaping.

**I040-9**

Such sound walls are considered in the Program EIR/EIS (see section 3.4). The Program EIR/EIS discusses a representative design for potential soundwalls; specific designs for individual locations would be considered in future project-level analyses.

**I040-10**

Please see standard response 6.3.1.

**I040-11**

Please see standard response 6.13.1, 6.14.1, and 6.15.4.

**I040-12**

Please see response I040-5 above.

**I040-13**

Please see standard response 6.27.1.

**I040-14**

Acknowledged. The Authority has identified Los Angeles Union Station with a run-through configuration as the preferred alignment and HST station location for serving Los Angeles.

**I040-15**

Comparing the two alignments between Los Angeles and Pomona, the UPRR Riverside/Colton option provides for a much better connection to LAUS and to Northern California (since it connects to LAUS from the south), and it has been identified as the preferred alignment between Los Angeles and the Inland Empire.

The UPRR Colton line enters LAUS from the north, requiring a direction reversal using LAUS as a stub-end station for trains traveling from the Inland Empire to northern California, increasing travel times between these markets by at least 10 min if LAUS is used as the HST station site for Los Angeles. Between LAUS and March ARB, the options would have similar potential for environmental impacts. The Riverside/Colton option would have the least potential costs, about \$1.2 billion less than the Colton Line option.

For the segment between Ontario and March ARB, the UPRR Colton Line (used by both the UPRR Riverside/Colton and UPRR Colton alignment options) provides considerably higher speeds/faster travel

times (6 min less between L.A. and San Diego) than the options to directly serve San Bernardino. The direct link to San Bernardino is estimated to cost \$700 million more (than either the Riverside/Colton option or the Colton option) and would not avoid or substantially reduce potential environmental impacts.

The Authority has identified a multimodal HST station at Ontario Airport as the preferred station to serve San Bernardino County.

The HST alignment option does not follow the Alameda Corridor East diversion to the existing overpass of Temple Avenue. Instead, the HST alignment option remains along the UPRR Colton line and a new grade separation Temple Avenue is assumed for the impact analysis and capital cost estimate.

#### **I040-16**

Please see standard response 6.39.1.

#### **I040-17**

The Authority has identified the LOSSAN rail alignment as the preferred HST alignment between Los Angeles and Orange County. The LOSSAN alignment concept assumes four tracks and separation from freight between Los Angeles and Fullerton. The electrified HST trains would need to share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Surfliner intercity service, and possibly freight (south of Fullerton).

Shared-use improvements to the LOSSAN corridor would be considerably less costly (about \$1.5 billion less) and would have considerably fewer environmental impacts than a new dedicated alignment along the UPRR Santa Ana line, but the travel times would be longer (27 min L.A. to Anaheim vs. 16 min L.A. to Anaheim for UPRR Santa Ana) and HST operations would be constrained (capacity constraints and scheduling constraints, which are estimated to limit operations to between 18-45 trains a day in each direction by sharing tracks on the LOSSAN alignment).

Providing direct HST service to Orange County would also improve the safety, reliability, and performance of the regional commuter and Surfliner intercity service through the sharing of improved track infrastructure. Moreover, environmental impacts would be minimized since this alignment utilizes the existing LOSSAN right-of-way. Noise impacts from existing rail operations may be reduced as a result of grade separations at existing grade crossings due to the elimination of horn noise and gate noise from existing rail services.

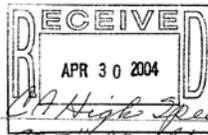
The Authority promotes connectivity with rail transit systems such as the Green Line, but it is beyond the scope of this program EIR/EIS process and the powers of the Authority to plan for an extension of the Green Line to the potential Norwalk HST station. The “optional trench” between Santa Ana and Orange will be investigated in more detail during project-specific studies should the HST proposal move forward.

#### **I040-18**

Please see standard response 6.41.1.

Comment Letter I041

I041



3130 Avenida de Portugal  
San Diego, CA 92106-4667  
April 27, 2004

CA High-Speed Rail Authority  
955 L Street, Suite 1425  
Sacramento, CA 95814

Gentlemen:

I just want to voice my support for the High-Speed Rail plan for the State + including San Diego.

I love the train! For years I'd hope the State would get the bullet trains like the have had for years in Japan. But, it never happened! So, I hope this plan will get them started! I'll probably not live to see it but there's always hope.

Thank you.

Sincerely,  
Carmy C. Cistese

I041-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department of Transportation  
Federal Railroad Administration

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**Response to Comments of, Carmen C. Artese, April 27, 2004 (Letter I041)**

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**I041-1**

Acknowledged.

Comment Letter I042

04/30/2004 13:43 VALLEY OAKS EXECUTIVE -> 767E#19163220827#

NO. 292 001  
**I042**

04/30/2004 13:43 VALLEY OAKS EXECUTIVE -> 767E#19163220827#

NO. 292 002

FlyCalifornia Comment sheet 30 April 2004  
fax 916 322 0827

FlyCalifornia Comment sheet 30 April 2004  
fax 916 322 0827

From:  
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I am concerned that the connection from the Central Valley to the Bay Area has not considered the viability of the Altamont Pass. I am **not** an advocate of that route. **I am an advocate of a full analysis of the potential routes.** If this has not been done, there will most likely be unnecessary troubles in the growth of the entire system.

I042-1

Please assure we tax payers that a full analysis has been carried out..

I am concerned that the connection from Bakersfield to Los Angeles will not be chosen with the benefit to the maximum numbers of riders.

**I believe that the direct route, through the mountains will be best for the most potential users.**

Why?

1. By far the majority of passengers from the north, heading to the Los Angeles or further south, are NOT interested in Pomdale or anywhere in the Antelope Valley.
2. The major reason for High Speed Rail is speed over all other potential means of transportation. If the marginal difference is reduced, in order to serve a few, the many may not participate.
3. The Antelope Valley needs service, but a moderately fast train from Palmdale to the Santa Clarita station would provide the needed connections, with little difference in time saved, and much money saved by less strict right of way demands.
4. The same conditions obtain regarding northbound passengers.

I042-1  
cont



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**Response to Comments of, Vincent Correll, April 30, 2004 (Letter I042)**

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**I042-1**

Please see standard response 2.18.1.

Please see standard response 6.23.1.