

Comment Letter I048

I048



May 12, 2004

Dan Leavitt, HSR

Questions re draft EIS/EIR:

- (1) Page 51, Bay Area-to-Merced HSR Screening Evaluation suggests that HSR could live with two tracks and one 850-foot long platform at Transbay Terminal (TBT). Is this correct? I048-1
- (2) Where can I find ridership for the HSR extension to TBT? The last I have is a July 14, 1999 document that has probably been superceded - or is that report still current? I048-2
- (3) Appendix 4-C, Capital Cost, Table 4-C-1, San Francisco to San Jose, Segment 2: Is Segment 2 the HSR extension from 4th & Townsend to the TBT? If so, why is the length only 0.56 miles when the similar Caltrain DTX, is 1.3 miles?
- (4) Also Table 4-C-1: Segment 1-TBT just shows a cost of \$1 B. Is that the HSR share of the capital cost of building a new terminal? I048-3

Page 23 of the Bay Area-to-Merced HSR Screening Evaluation confirms what you said, that is, HSR will share with Caltrain the cost of electrification. I don't think electrification can proceed incrementally, however, and still wonder if that project can proceed before HSR funds become available. I have a call in to Marie Pang at Caltrain.

I had taken it for granted that the first phase under SB 1856 would be LA-to-San Jose and didn't consider the possibility of a San Jose-TBT segment. Section 1 (e) still seems to me to give the Authority latitude to override the Section 2 TBT requirement, however.

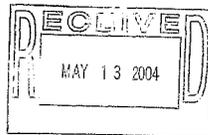
Enclosed FYI are remarks I made to the SFRA re two SF stations, etc., also copies of the capital cost and matching funding sources given in the Caltrain DTX and TBT final EIS/EIR. Dave Mansen helped me out, but I don't it is clear from the text that HSR costs are included. I wonder also if PFCs will be used to fund other HSR station costs.

I look forward to hearing from you on these questions, and appreciate your interest.

Best regards,

Bill Blackwell

William Blackwell



Caltrain DTX & TBT MAR 2004

SUMMARY

Table S-5: Project Estimated Capital Costs and Funding Sources
(Millions of YOE Dollars)

Transbay Terminal	West Ramp
Caltrain Extension Alternative	
Second-to-Main Tunnel Option	
Capital Costs and TIFIA Debt Service	
Total Capital	\$2,082.9
Debt Service	\$1,857.2
Total Cost	\$3,940.1
Funding Source	
<i>Local/State</i>	
Regional Measure 1	\$53.0
RTP [1]	\$23.0
San Mateo Sales Tax [2]	\$27.0
San Francisco Sales Tax Reauthorization [3]	\$295.0
AB1171 [4]	\$150.0
Land Sales [5]	\$287.9
Tax Increment [6]	\$34.2
Net Operating Revenues [7]	\$140.2
Bridge Toll Increase (SB 916) [8] R.N. - L.	\$150.0
High Speed Rail Bonds [9]	\$475.0
Other [10] *Prop - L.	-\$787.3
PFC [11]	(\$873.0)
Leveraged Lease Transaction [12]	\$50.2
<i>Federal</i>	
TIFIA Loan	\$689.7
Section 1601 [13]	\$9.4
Total Funds	\$3,940.1

Notes:

- [1] Per MTC's RTP, which assumes \$23 million in RTP (Regional Transportation Improvement Program), STP (Surface Transportation Program), and CMAQ (Congestion Mitigation and Air Quality Improvement Program) funds.
- [2] San Mateo County contribution (per MTC's RTP).
- [3] San Francisco County contribution per Expenditure Plan for the Reauthorization of the Local Sales Tax for Transportation, approved June 17, 2003, escalated to YOE \$'s. Approved by voters November 2003.
- [4] Per MTC's RTP. New Source of discretionary funds to MTC, pursuant to State law passed in October 2001 to complete the seismic retrofit of Bay Area bridges and related projects, consistent with Regional Measure 1.
- [5] Per valuation by CB Richard Ellis for San Francisco Redevelopment Agency, August 2003, escalated to year of expenditure.
- [6] Tax increment amounts from Seifert Consulting, August 8, 2003 for San Francisco Redevelopment Agency.
- [7] Per Jones, Lang LaSalle and Nancy Whelan Consulting, September 2003. Includes \$3 million in annual BATA bridge toll operating support per MTC Resolution 3434 and SB 916 (proposed).
- [8] Regional Measure 2, which includes \$150 million for the Project, was passed by the voters in Bay Area counties on March 2, 2004.
- [9] Per SB 1856, funding for the Caltrain Downtown Extension may be provided as a part of the High Speed Rail bond initiative. The bond may be approved by the voters in November 2004.
- [10] Other includes potential funding from the following sources: Proposition 42, federal earmarks and additional local sales tax.
- [11] A Passenger Facility Charge (PFC) is assumed for Caltrain, AC Transit and High Speed Rail passengers. The PFC would be \$0.75 for Caltrain passengers, \$0.25 for AC Transit passengers and \$3 for High Speed Rail passengers.
- [12] The Terminal Facility's value is assumed to be \$1.005 or \$1.163 billion and the net benefit rate to be 5%. Leveraged lease transactions are encouraged by the FTA as innovative financing mechanism.
- [13] Per MTC's RTP, which assumes \$9.37 million in Section 1601 design grant.

Sources: San Francisco County Transportation Authority, Seifert Consulting, Jones, Lang LaSalle, Openheim/Lewis, Peninsula Corridor Joint Powers Board, Sedway Group, Nancy Whelan Consulting, Parsons Transportation Group, 2001, 2002, 2003, and 2004.

→ If in proportion to year 2020 riders, 68.9% of PFC will be from HSR passengers = \$ 601 million.
 \$ 601 million + \$ 475 million HSR bond = \$ 1,076 million, 27.3% of total.

Transbay Terminal / Caltrain Downtown Extension / Redevelopment Project EIS/EIR S-31
 ① ② ③ separate project

Comment Letter I048 Continued

**Table S-3: Transbay Terminal Capital Cost Estimate
West Ramp Alternative (LPA)
(Millions of Dollars – Year of Expenditure)**

Activity	Cost Estimate
Operations Analysis, Preliminary Engineering, Geotechnical Engineering, Program Review/Value Engineering, Final Design & Permitting, Owner Costs	\$107.87
Acquire Property, Design, Construct Temporary Terminals (Transit and Greyhound)	\$28.29
Acquire Property & Demolish Buildings to Build Terminal	\$36.54
Demolish Existing Terminal & Ramps, Construct New Terminal & Ramps	\$909.22
Construct Permanent Off Site Bus Storage Facility	\$24.45
TOTAL COST ESTIMATE	\$1,106.37

Notes:

- Costs escalated to year of anticipated expenditure between 2004 and 2011.
- Costs are for West Ramp Alternative
- Other qualifications and assumptions apply, including coordination with Caltrans during the retrofit of the Western Approach and bus ramp retrofit projects.
- Total assumes high end of 2001 real estate estimate escalated to year of expenditure.
- Construction costs include a 25% construction contingency, 8% for construction management, and 10% project reserve. Owner costs are factored into each category.

Source: MTC, SMWM, Oppenheim/Lewis, Seaway Group, Parsons, 2003

**Table S-4: Capital Cost Estimate for Caltrain Downtown Extension
Second-to-Main Street Tunneling Option – Locally Preferred Alternative
(Millions of Dollars – Year of Expenditure)**

Activity	Cost Estimate
Operations Analysis, Preliminary Engineering, Geotechnical Engineering, Program Review/ Value Engineering, Final Design & Permitting, Owner Costs	\$76.83
Acquire Property & Demolish Buildings along Extension	
Acquisition/Relocation for Train Subway	\$82.85
Demolition	\$1.24
Resale Proceeds	(\$31.12)
Subtotal	\$52.97
Design and Relocate Utility Lines along Extension	\$52.90
Construct Surface Rail & Improvements at Train Yard	\$13.37
Construct Cut-and-Cover and Retained-Cut – Caltrain Extension	\$427.13
Reconstruct Streets	\$7.09
Construct Train Tunnel	\$287.70
Construct Track & Systems Facilities	\$58.54
TOTAL COST ESTIMATE – Caltrain Downtown Extension	\$976.53

Notes:

- Costs escalated to year of anticipated expenditure between 2004 and 2011.
- Costs are for Second-to-Main Tunneling Alternative, the Locally Preferred Alternative.
- Total assumes high end of 2001 real estate estimate escalated to year of expenditure.
- Construction costs include a 25% construction contingency, 8% for construction management, and 10% project reserve. Owner costs are factored into each category.
- The optional underground pedestrian connection from the train mezzanine to The Embarcadero Muni Metro/BART Station is estimated to cost \$45.3 million.
- An additional \$235 million could need to be added to the Project costs for purchase of dual mode locomotives if the Caltrain corridor is not electrified.

Source: Parsons, 2003

Transbay Terminal / Caltrain Downtown Extension / Redevelopment Project EIS/EIR

MAR 2004

My problem is that this table doesn't make it clear that the cost of extending HSR to TRT site is included. Dave Hansen MAR 2004 thinks the matter is trivial, but if HSR costs are not included, then the funding table is misrepresented.

Comment Letter I048 Continued

William Blackwell, Architect

451 Pala Avenue
 Piedmont CA 94611-3744
 Telephone/FAX: (510) 654-4456
 wblackwell@sbcglobal.net

May 6, 2003

Elizabeth Wiecha, Chief Engineer
 Transbay Joint Powers Authority
 201 Mission Street, Suite 1960
 San Francisco CA 94105-1858

Telephone (415) 597-4614

Dear Elizabeth,

Thank you for returning my call this morning. I look forward to receiving more information regarding the legal requirements affecting the Transbay Terminal design.

Enclosed for your information is a copy of the summary comments I made at the SFRA Commission meeting on April 20th. Enclosed as well are supplementary drawings and notes that may be helpful. Please let me know if you would like more specifics.

I am satisfied that the combined cost of the TBT and Caltrain DTX can be reduced by at least 25 per cent, and possibly by as much as 33 per cent, while at the same time enhancing commuter convenience and increasing train ridership. This is even after adding \$60 million to \$75 million for the BART connection to Montgomery & Market that I envision.

Sincerely,

William Blackwell

Copy: Joan Kugler, SF Planning Dept.
 Mike Grisso, SF Redevelopment Agency

b.c.c. : Dan Leavitt, HSR
 Steve Heminger, MTC
 Randall Henry
 Ezra Rapport
 Dan Levy, SF Chron
 Jim Chappell, SPUR

COPY

Wm. Blackwell

SUPPLEMENTARY NOTES

Revised 4/10/04

- In light of the dictionary definition of the terms "terminal" and "station", the interpretation of Prop H to mean that both tracks and terminal must be on the existing site is unreasonably narrow, especially when it precludes consideration of alternate plans that have multiple benefits.

- The TBT concept proposes two bus levels 40 and 60-feet above the street. The identical number of berths, turning radius, etc., can be accommodated on one level 20-feet above the street. See the attached sketch that replicates on one level the arrangements shown in the conceptual design.

- Compared to the proposed subterranean platform tracks, a 2nd & Minna location for stub-end tracks, and a moving sidewalk concourse to Market & Montgomery, reduces average time to work by about six minutes for Caltrain financial district and BART/MUNI Metro commuters. Platform exits at 2nd & Howard similarly benefit SOMA commuters.

- Caltrain now runs only eight 5-car trains at peak hour. A two-track platform with adjacent storage tracks has the capacity for forty trains per hour (confirmed by trainmen). Just twelve 8-car trains per hour would increase peak hour capacity by 140 per cent, which is more than projected in the EIS/EIR.

- Caltrains longer than 8-cars require two locomotives. An 8-car train requires only a 700-foot long platform. Special 12-car trains are typically used for ballpark and convention center events. Limiting downtown event trains to 8-cars would simply mean that trains run at closer intervals. Two tracks with one 850-foot long platform are all that is needed for HSR. [page 51 Bay Area to Newark Screen Evaluation]

- The timetable for San Francisco high-speed trains published in June 2000 showed up to 12 trains per hour, but that number has since been reduced. Moreover, HSR peak hour does not coincide with Caltrain peak hour. In conjunction with 4th & King facilities, one two-track platform shared by Caltrain and HSR would be adequate to meet the requirements for downtown rail service. HSR trains, incidentally, have increased in length since inception, although the original premise was to compete with airlines, i.e., shorter trains running at frequent intervals.

- As it does at airports, short-term and long-term parking, and car rental facilities would also increase HSR ridership and Caltrain reverse commute ridership at San Francisco.

- In addition to ten platform tracks, by-pass tracks at 4th & King enable Caltrain and HSR to go directly to the downtown location without stopping at 4th & King. See drawing.

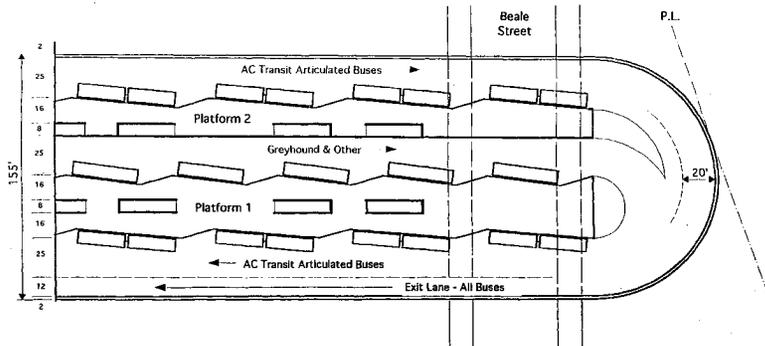
- The EIS/EIR does not include a solution to the grade separation traffic problem at the intersection of 16th & 7th Street that may alter the two-level track plan proposed at 4th & King. As it stands in the EIS/EIR, the current plan does not enable HSR to reach either 4th & King or the downtown location.

Page 1 of 1



U.S. Department of Transportation
 Federal Railroad Administration

Comment Letter I048 Continued



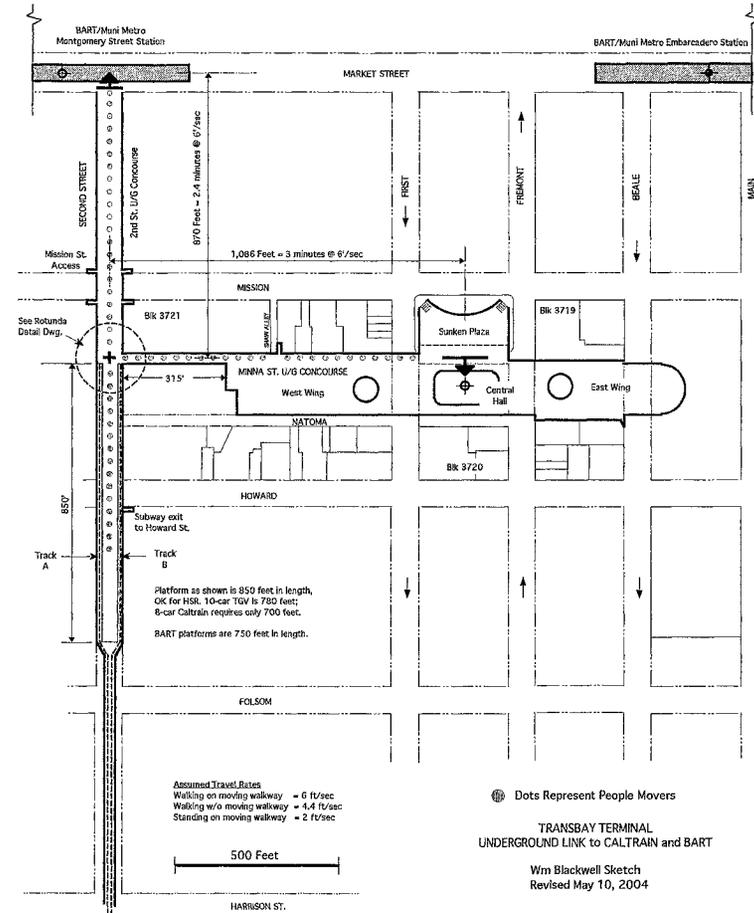
TRANSBAY TERMINAL - SINGLE BUS LEVEL @ EL. +20'
East End Only is Shown

WmB Apr 4, 2001 Scale 1" = 50' (1:600)

This drawing illustrates the feasibility of a single deck for all of the bus bays required by the BATA program. It replicates the busbays shown on the 40' and 60' levels in the current proposal.

Wm Blackwell, EIS/EIR Comments

ATTACHMENT NO. 3

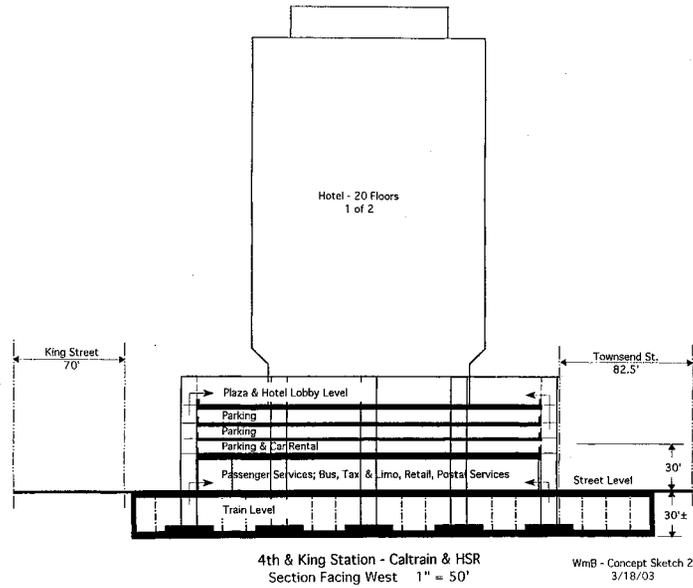


⊙ Dots Represent People Movers

TRANSBAY TERMINAL
UNDERGROUND LINK TO CALTRAIN and BART

Wm Blackwell Sketch
Revised May 10, 2004

Comment Letter I048 Continued



3 - minutes

Wm B

SFRA EIS/EIR Certification Meeting

4/20/2004

My name is William Blackwell.

I live in the East Bay, and commuted to work in San Francisco for many years. I am all too familiar with the Transbay Terminal.

In spite of its now shabby appearance, the existing terminal as is provides better access for AC Transit, MUNI and other surface buses and for taxicabs than the conceptual design for its replacement.

This leads me to ask once again: why not transform the existing terminal into a world-class transit station?

- Replace the roof with a truly elegant design.
- Install escalators and rework the bus deck.
- Retain the east bus ramp and forego the redevelopment project.
- Improve access to surface transit on the ground level.
- Delete the hotel.
- Preserve the last remaining open space out front.
- Create a sunken plaza leading to satellite restaurants and shopping.

- Delete the subterranean rail complex.
- Provide instead stub-end tracks underground at 2nd & Minna
- Install moving walkways in wide underground concourses to the terminal and to Montgomery Street BART.

Pedestrian flow would be near perfect.

A two-track platform with adjacent passing and storage tracks is ALL that is needed for the proposed level of downtown rail service.

Caltrains would go non-stop to the downtown location and return to 4th & King for reverse commuters in the morning, and visa versa in the evening.

Proposition H, incidentally, doesn't require that the tracks be under the terminal, or even at the terminal. It simply says that the terminal itself shall be rebuilt on the present site.

Comment Letter I048 Continued

Wm B SFRA EIS/EIR Certification Meeting 4/20/2004

4th & King has the potential for a splendid train station. It has room for storage and maintenance tracks, short and long term parking, car rental facilities, postal and freight services, and a major hotel.

San Francisco would then have not one but two world-class stations.

Most importantly, trucks, buses, and cars would access the 4th & King site without going through the heart of the City.

The four components that I have mentioned — existing terminal upgrade, the BART connection, stud-end rail extension, and 4th & King improvements — can proceed independently, one from the other, at a total cost far less than four billion dollars.

In my view, it is beyond the pale to squander resources of this magnitude on a project with so little tangible benefit. No other transportation project that I have found anywhere has such an appalling cost/benefit ratio.

I hope that you will act responsibly and not certify this EIS/EIR. The changes that I propose were given short shrift, although they render mute many of the impacts addressed. The funding plan itself is a leap of blind faith.

Have you any questions?

Wm Blackwell Cost/Benefit Comparisons Revised 5/7/04

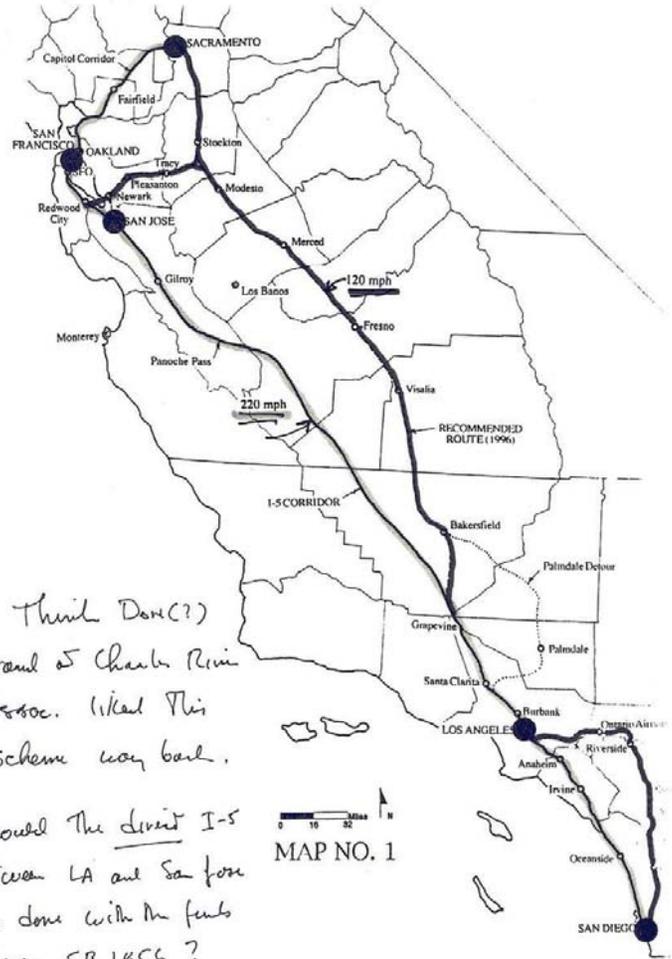
CAPITAL COST VS. NUMBER OF PEOPLE WHO BENEFIT

Note	Project	Approx. Cost (millions)	Number of daily users*	Cost per Daily User	Multiple to equal TBT
a	TBT & Caltrain Extension	\$ 2,083	50,330	\$ 41,385	0.0
b	BART Extension to SFO	\$ 1,500	46,600	\$ 32,189	1.3
c	SFO New International Terminal	\$ 840	32,877	\$ 25,550	1.6
d	Bay Bridge - East Span	\$ 2,620	228,500	\$ 11,466	3.6
e	Pacific Bell Park	\$ 300	42,000	\$ 7,143	5.8
f	Penn Station Remodel	\$ 800	250,000	\$ 3,200	12.9
g	Grand Central Station Remodel	\$ 391	250,000	\$ 1,564	26.5

NOTES:

- a EIR/EIS Capital cost estimate: TBT = \$1,106.3, Caltrain/HSR DTX = \$976.53 million
AC Transit mean estimate is for 20,500 daily riders in year 2020, which equates to 11,275 AC commuters [EIS/EIR Table 1.2-1]. If AC is 2/3's of total bus riders, non-AC will total 10,250 riders. Assume 40 % of these are daily commuters, other buses = 8,200 daily users. Bus total at TBT is 19,475 daily bus users in year 2020.
Caltrain year 2020 = 29,307 riders at TBT [Table 3/1-15] or about 14,655 commuters.
EIR/EIS for PFC assumes 20,000 HSR travelers per day at TBT in year 2020. [per Nancy Whelan e-mail to Joan Kugler, 5/4/04]. Assume 7,600 are business travelers [38% - HSR Final Business Plan, Table 3,1], and half of these are commuters. Daily HSR users = 16,200.
Total AC Transit, other buses, Caltrain, and HSR = 50,330 daily users in year 2020.
 - b \$1.5B cost and ridership of 68,000 per day (Vicky Wills, BART PIO 3/14/01); Assume 25,200 are air passengers and remainder are daily commuters, total user per day = 46,600.
 - c SFO Fact Sheet 7/2000, 12 million international passengers in year 2006 = 32,877± avg. per day
 - d 282,000 vehicles per day (Year 2000) at avg. 1.62 persons per vehicle (Caltrans 1991); divided by 2 = approx. 228,500 commuters; cost of \$2.62 B is as of April 5, 2001.
 - e Cost and number of seats 1/24/99 - SF Examiner
 - f NY Times, 12/10/2000 - 300,000 train + 200,000 subway passengers = 250,000 commuters Only 7.4% are Amtrak travelers, others are commute lines.
 - g NY Times, 8/2/1998 - Cost includes \$110 million for network of u/g passageways
- * For weekday commuter systems such as Caltrain, riders per day divided by two equals daily commuters ±. In the case of AC Transit, adjustments are made for car-pooling in the a.m.

Comment Letter I048 Continued



I Think Done(?)
 Brand of Charles River
 Assoc. liked this
 scheme way back.
 Could the divert I-5
 between LA and San Jose
 be done with the funds
 from SB 1856?

MAP NO. 1

EIR-000434

Response to Comments of, William Blackwell, May 12, 2004 (Letter I048)

I048-1

No. Segment 2 represents a costing segment from approximately Common Street to a potential HST terminal station option at 4th and King/Townsend.

No, the Draft EIR/EIS does not indicate that “HSR could live with two tracks and one 850-foot-long platform at Transbay Terminal.” The Draft Program EIR/EIS states, “the conceptual operating plan that was assumed for the Business Plan proposed 66 trains (per day per direction—132 total) to serve the Bay Area. Assuming dedicated use of four tracks and two island platforms by HST, the planned configuration of the Transbay Terminal could serve all the trains proposed in the Business Plan. However, given the rail facilities planned for the Transbay Terminal (6 tracks and 3 platforms), the overall capacity available to accommodate HST and Caltrain commuter service would need subsequent cooperative operations planning analysis to determine the most efficient mix and scheduling of service to be accommodated. Any HST services (business plan levels or beyond) that are determined not to be accommodated by the Transbay terminal facility could terminate at other stations along the Peninsula or East Bay.” (Section 6.2.2, page 6-17)

I048-2

The ridership information used for the Program EIR/EIS is from the ridership and revenue studies done as part of the Authority's June 2000 Business Plan. The ridership information from July 14, 1999, is the best available and has not been superseded by other estimates. The ridership information regarding potential service to the Transbay Terminal is included in Chapter 6 *High-Speed Train Alignment Option Comparison*, Section 6.2.2 *Bay Area to Merced Station Options* of the Draft Program EIR/EIS (page 6-17).

I048-3

\$1 billion was the estimated cost of the Caltrain Downtown extension and Transbay Terminal projects according to the Draft EIR/EIS for the Caltrain Downtown Extension and Transbay Terminal.

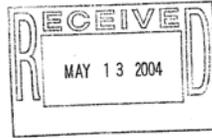
All potential funding sources, including PFC's, will be considered and evaluated during the subsequent preparation of financial plans, if the HST Alternative is implemented.

Improvements to Caltrain can proceed if they have the approvals needed and financing to implement the improvements.

Comment Letter I049

I049

104



re. Petrillo:

I am writing to object to any high speed rail route through Coe State Park and the Diablo Range. These wild places must be left undeveloped.

1049-1

Instead, please include the Attainment Pass route in the environmental review process. This corridor is already developed and should be the best route.

1049-2

Sincerely,

Ed Ghumbini
1001 Smith Grade
Santa Cruz CA 95061

Response to Comments of, Ed Grumbine, May 13, 2004 (Letter I049)

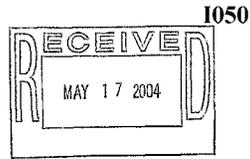
I049-1

Please see standard response 6.3.1.

I049-2

Please see standard response 2.18.1.

Comment Letter I050



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

May 13, 2004

High Speed Rail may be beneficial to California but it will be a disaster to Henry W. Coe State Park. Information I have just received states that the High Speed Rail Authority's top choice for high-speed rail into Santa Clara County is directly through the park's WILDERNESS AREA.

This Orestimba Wilderness was officially classified as the Henry W. Coe State Wilderness on May 10, 1985 when the California State Park and Recreation Commission approved the Henry W. Coe General Plan. If the high-speed train bisects the Orestimba Wilderness Area, this wilderness will cease to exist because the land would be removed from the park. (By definition, the construction of a train is prohibited in state parks including Wilderness areas.)

[I050-1]

To me WILDERNESS means that we will preserve and protect all things in this area in their natural condition. It does not mean that we will tunnel under parts of the area using huge earth moving machines and put in fences to keep animals off the tracks. If the construction were to take place, the natural environments would be destroyed. Once destroyed, it is impossible to create a new wilderness area by human hands. The net effect of this proposal will be the loss of valuable parkland and the destruction of twenty-five percent of the wilderness area of Northern California.

Please help protect this valuable land.

Stewart Eastman
 263 Cresta Vista Way
 San Jose, CA 95119

A handwritten signature in black ink, appearing to read "Stewart Eastman", written over the typed name and address.

Response to Comments of, Stewart Eastman, May 13, 2004 (Letter I050)

I050-1

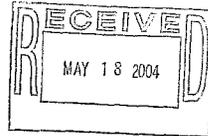
Please see standard response 6.3.1.



Comment Letter I051

I051

Birgitte Moyer-Vinding
160 Erica Way
Portola Valley, CA 94028



May 16, 2004

HSRAB
Joseph Petrillo, chair
925 L St. Suite 1425
Sacramento, CA 95814

Dear Mr. Petrillo,

I am writing to urge you to seek High Speed Rail routes that avoid Henry Coe State Park and the Mount Hamilton area. Both areas are state treasures and should be protected from the introduction of new transportation infrastructure.

I have backpacked in Henry Coe State Park every year for more than 30 years, and know the park well. A high speed rail line through the park will destroy one of the few remaining examples of pristine California natural landscape. I object strenuously to any plan that would harm Henry Coe State Park and the Mount Hamilton area.

I051-1

Very sincerely,

A handwritten signature in cursive script that reads "Birgitte Moyer-Vinding".

Birgitte Moyer-Vinding

Response to Comments of, Birgitte Moyer-Vinding, May 16, 2004 (Letter I051)

I051-1

Please see standard response 6.3.1.

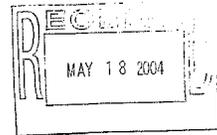


Comment Letter I052

I052

DAVID F OSTWALD-160 ERICA WAY-PORTOLA VALLEY, CALIF. 94028
DOSTWALD@WORLDNET.ATT.NET

Mr. J Petrillo, Chair
HSRAB
925 L St Suite 1425
Sacramento, Ca;if 95814

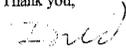


Dear Mr. Petrillo,

I would like to urge you and the members of the HSRA to create a route for this extremely desirable project which does not cut through our irreplaceable park lands. Both Henry Coc and the Mt. Hamilton area are only going to become more valuable as public recreation areas as the population of Calif grows. We must not spoil them.

I052-1

Thank you,


David Ostwald

PS I would like this letter to be made part of the public record.

Response to Comments of, David Ostwald, May 18, 2004 (Letter I052)

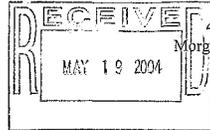
I052-1

Please see standard response 6.3.1.



Comment Letter I053

I053



490 La Barea Drive
Morgan Hill, CA 95037
May 15, 2004

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

Dear High Speed Rail Authority:

I reside in Morgan Hill, 10 miles from urban San Jose. Yet, fortunately, I am only 15 miles from northern California's largest state park, Henry Coe State Park.

In that park is a special area known as the Orestimba Wilderness.

Although I had assumed wilderness lands were those preserved in perpetuity for future generations, I understand there is a proposal to route the proposed High Speed Rail through this special area. Needless to say, this would destroy the wilderness experience now found in the area.

Yes, California may need the high speed train. But the people of our growing (and crowded) state also need natural places to find the peace and solitude Californians once took for granted. A wilderness area within a relatively short driving distance for Bay Area residents should be cherished and protected, not sacrificed in the name of "efficiency."

Please select a route for the High Speed Rail that does not destroy the Orestimba State Wilderness Area.

Thank you.

Sincerely,

Jim Wright

I053-1

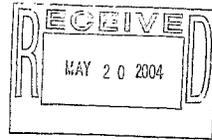
Response to Comments of, Jim Wright, May 18, 2004 (Letter I053)

I053-1

Please see standard response 6.3.1.



Comment Letter I054



I054

May 17, 2004

Dear Joseph Petrillo,

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. The High Speed Rail Authority favors the route from the San Joaquin Valley to the Bay Area through Coe Park. This is wrong, it's bad now and will be bad in the future. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

Wilderness is important. A wilderness area embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

The Orestimba Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected, forever.

Wilderness is essential for humans beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and the population in the Bay Area is greatly increased.

The high speed rail plan is to run trains every 10 minutes. The trains are to move at speeds up to 220 mph. The rail intrusions, along with the sounds that accompany them, would render the Orestimba area meaningless as wilderness, or even park land.

Adding new park lands has been proposed as mitigation for using the Orestimba Wilderness. To trade one wilderness area or park preserve for another defeats the principle of setting land aside in the first place.

In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the high speed rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely,

John Briese

Jo Ann & John Briese
15670 La Tierra Dr.
Morgan Hill, CA
95037

I054-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of, JoAnn and John Briese, May 17, 2004 (Letter I054)

I054-1

Please see standard response 6.3.1.

Comment Letter I055

I055

5-18-04

CA High Speed Rail Authority

Sirs,

PLEASE drop any further consideration of routing the bullet train through our precious Henry Coe S. P. and especially its unique Orestimba Wilderness Area.

Regards,

Donald E Savant

I055-1

5-18-04

CA HRSA

Sirs,

PLEASE drop any further consideration of routing the bullet train through our precious Henry Coe State Park and especially its unique Orestimba Wilderness Area.

Regards,

Donald E Savant

(submitted with attachment, "Orestimba Wilderness: Paradise Under Siege")

Comment Letter I055 Continued

Orestimba Wilderness

Paradise Under Siege

The Orestimba wilderness¹ represents a small portion of California as it once was, long before the impact of modern history. It knows nothing of "progress" or "development," and what there was of human activity here was gentle on the land.

In 1975 the people of California, recognizing that what once was a vast wilderness had all but disappeared, resolved to protect some of the remaining remnants by passing the California Wilderness Act². In 1985 this area was officially classified as a Wilderness Area³, the highest level of protection afforded to land by the people of California. Today the seasons pass as they have for thousands of years. Humans are only sojourners here, and nature rules the land.

This wilderness was named for ores⁴, the bear, in the language of the long vanished indigenous inhabitants. Not the black bear of the Sierra that we know today, but the great bear of California, the grizzly, whose presence haunted the Diablo Range until the late 1800's.

The first human inhabitants, the Indians, made their homes in favorable places in the Orestimba, in sheltered areas near the resources needed to sustain life. They planted seeds of red bud⁵ obtained from the Miwok traders who had come from the east, and watched the seeds flourish into plants whose fibers the women used in their basketry. The men cherished the fragments of obsidian that were also brought by the traders and carefully worked these precious bits of stone into spearheads and arrow-points. Indian time



moved in a circle, round as the moon by which they marked the changing seasons, round as the sun they worshipped, the shape of their homes, and the times for food gathering: seeds, roots, berries, and acorns, each harvested and savored in turn.

A time would come when the Indians would be visited by people who did not see time as a circle; a people whose world was linear, a world with a beginning and an end. These strangers came from the east, from the place where the canyon narrows before dropping into the valley beyond; the place we now know as the Orestimba Narrows⁶. The Spaniards were like no men the Indians had ever seen. They had light skin and light eyes, and they wore clothing of wonderful texture and color and were astride large, four legged beasts. They spoke in a language the Indians did not understand, but they were enchanted by the mysterious rituals and the gifts of glass beads. The Indians followed the Spaniards into another world; a linear world with a beginning and an end.

So for a time, the Orestimba was empty of a human presence, and was once again home only to the badger, deer and elk, and to the great grizzly bear for which it was named. One evening there appeared from the east, from the place where the canyon narrows before dropping into the valley beyond, a group of men on horseback driving a large herd of horses. They were bearded, and their clothing was dirty, as if they had been a long time from home. Their leader, a man of light complexion, rode a magnificent horse whose saddle and bridle

glistened with silver. In time, his name, Joaquin Murrieta⁷, would be infamous throughout California. These men cut manzanita brush with machetes, constructed a large corral, and drove the horses inside. To conceal their presence, the men made no fire that night, and ate only cold food from their saddlebags. When darkness came, they rolled up in their serapes and slept on the ground. At dawn they and their horses were gone; but they would reappear on occasion for the next several years. Their behavior never varied, and they were always gone by dawn.



Some years passed, and again from the east there appeared a solitary man accompanied by several dogs, driving a herd of sheep. He camped for the night by the stream, and the dogs watched over the sheep while he slept. Fortunately neither grizzly nor coyote appeared in the night to disturb the shepherd or his flock. When morning came, the sheep cropped most of the grass in the area, and by mid-day, the shepherd and his charges had moved on.

Shortly after, a lone man appeared riding a mule and leading another that was laden with tools and camping gear. The man explored the rocky outcrops on the hillsides above the stream, and where the prospect seemed promising he marked his claim by twisting the branches of a nearby canyon oak vertically⁸. He spent some days, digging, breaking rock, analyzing the samples, and then he, too, moved on.

In 1873 a man came to stay. Eli Robison and his bride were from Hill's Ferry, a small community in the San Joaquin Valley to the east. He brought with him his brothers and his friends. Together they built a home of adobe bricks along the banks of the stream. They also built a barn with sawn

lumber and a corral for his horses⁹. They drove a herd of cattle up from the valley to the east and mules carrying a table, chairs and a bed-frame. Because Eli was the first homesteader, the early map-makers called the canyon, the stream, and the largest hill in the area by his name, Robison¹⁰.

Eli and his wife¹¹ were the first, but others would soon follow; more homesteaders, seeking some land of their own, their own bit of Eden. Most would stay only a short while, defeated by the summer heat and the winter cold, the uncertain water supply, and by the ever present threat of the great bear, ores.

In time, even the great bear would be gone from the stream and the country that carries his name. Eli Robison would move on, but other ranchers would follow. Their cattle and horses would prosper, but it was a hard life for the ranchers and their families who lived lonely and isolated, far from the companionship of neighbors and the advantages of town.

In 1981 the land was purchased by the State¹² and became a major addition to Henry W. Coe State Park. Here park visitors would find peace for

Comment Letter I055 Continued



their souls in a place far away from the stresses and haste of their everyday world, and they would see a bit of California as it was when the Indians made the Orestimba their home.

Wilderness cannot be manufactured by human hands. What little remains will never grow any larger; it can only be reduced in size until tiny pieces remain that have no value for the natural world. The whole is, indeed, greater than the sum of its parts. The Orestimba wilderness represents twenty five percent of the preserved state wildernesses in Northern California. If the Orestimba Wilderness Area is bisected by the high-speed train, the wilderness will cease to exist¹¹. It will no longer be a unique portion of untrammeled California, and like the great bear for which it was named, it will be forever extinct.

This is the human story of the Orestimba. Who will write the next chapter? We are about to test the meaning of "preservation and protection in their natural condition" in the California Wilderness Act. Will the Orestimba remain a place of tranquility and peace, or will the

murmuring stream, the silent rocks and hillsides be reshaped by earth moving equipment into smooth, terraced slopes; to be forever shattered by the scream of the bullet trains, rising up from the east every 20 minutes, from the place where the canyon used to narrow before it dropped to the valley beyond?

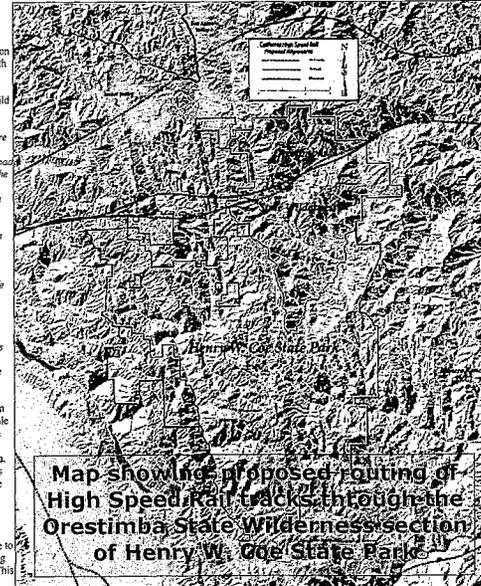
Teddy Goodrich
Historian, Pine Ridge Association

This article was written to alert each of you to the threat to the Orestimba Wilderness. I encourage you to make your voice heard in defense of this precious heritage.

©March 2004, Pine Ridge Association

1. The official State name for the area is "Henry W. Coe State Wilderness". However, it is shown on maps as, and commonly called, the Orestimba Wilderness.
2. The Wilderness Act, California Public Resource Code §§5093.30 through 5093.40, directs State Agencies to review State property with the intent of identifying roadless areas that might be suitable for preservation as wilderness.
3. The Henry W. Coe General Plan, after public review and comment, was approved by the California State Park and Recreation Commission on May 10, 1985. Pursuant to the California Wilderness Act, lands within the park were reviewed during the General Plan process to determine what parts, if any, should be classified as State Wilderness. The area now known as the Orestimba Wilderness was officially classified as such by approval of the General Plan. See page 57 of the Henry W. Coe General Plan.
4. Ores means bear in the language of the Ohlone. The meaning of "lumba" has been lost. The earliest written version appears in Father Viader's 1810 diary, *Orestimac*. Other versions include Horestimba on an 1843 diseño of Rancho del Puerto and Orestinoc on the diseño of the Orestimba land grant of 1844. Local old timers call it Orris Timbers.
5. Red bud grows along Robinson Creek in the Orestimba, far south of its normal distribution. The Indians may have deliberately cultivated it here, as they did wild tobacco.
6. "These narrows were cut more than 300 feet deep and at the bottom are so narrow that no road has been built (1975) through the Narrows in the Orestimba... While describing the Orestimba Narrows, a San Joaquin Valley pioneer, A.D. Davingori, was sitting in his living room. When asked how wide was the Orestimba Narrows, he looked around his chair and said, 'Oh, about as wide as this room.' We were riding in our Hudson car when another pioneer, Billy Newsome, was asked the same question. He looked around himself and answered, 'about as wide as this car.'" Latta, Frank -- *Handbook of the Yokuts Indians*, page 128.
7. Joaquin Murrieta and his men rounded up stray horses and stole others, driving them up into the hills by way of the various drainages to the east, Orestimba, Garzas, Quinto, etc. He and his gang drove the horses down the crest of the Diablo Range to Mexico, where the horses were sold.
8. It was once common practice to mark mineral claims by twisting the branches of a nearby tree. This

- old twisted tree is the only remaining evidence of the presence of this unknown miner.
9. "I built my house and established my residence on the land in the fall of 1873. I have a house 46 by 16 feet, a barn 44 by 16 feet, one and one half miles of brush and pole fence - an orchard of 50 fruit trees part bearing - a cattle corral - I have set out 6 grape vines & 25 bearing blackberry vines - my improvements are worth \$1,000.00" (Homestead Proof--Testimony of Claimant, July 3, 1883)
10. Old maps identify Robinson Canyon and Robinson Peak. More recent map-makers changed the spelling to Robinson.
11. Eli and his bride were married in 1874.
12. 34,800 acres purchased from H. D. Perrett in September 1981.
13. By definition, construction of a train is prohibited in State Parks, not to mention State Wilderness Areas. The area would first have to be removed from the State Park system and classified for some other use.



Response to Comments of, Donald E. Savant, May 18, 2004 (Letter I055)

I055-1

Please see standard response 6.3.1.

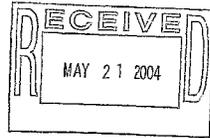


Comment Letter I056

I056

May 18, 2004

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



Dear Joseph Petrillo,

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. The High Speed Rail Authority favors the route from the San Joaquin Valley to the Bay Area through Coe Park. This is wrong; it is bad now and will be bad in the future. Violating the Coe Wilderness area is wrong for several reasons:

Wilderness is important. A wilderness area embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

The Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected forever.

Wilderness is essential for human beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and population in the Bay Area is greatly increased.

The high speed rail plan is to run trains every 10 minutes. The trains are to move at speeds up to 220 mph. The rail intrusions, along with the sounds that accompany them, would render the Wilderness area meaningless as a wilderness, or even park land.

Adding new park lands has been proposed as mitigation for using the Wilderness. To trade one wilderness area or park preserve for another defeats the principle of setting land aside in the first place.

In 30 years, 50 years, with millions more people in the Bay Area, the Wilderness will be that much more precious. We should protect the Wilderness for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the high speed rail system ^{with} destruction of State Wilderness area and Henry Coe State Park.

Sincerely

I056-1

Response to Comments of, Linda and Jody Keahey, May 21, 2004 (Letter I056)

I056-1

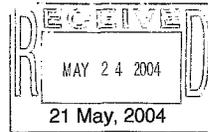
Please see standard response 6.3.1.



Comment Letter I057

I057

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



Dear Sirs

We are writing to encourage your project to establish high-speed rail in California.

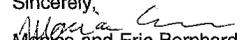
We are also writing to oppose any routing through portions of Henry W. Coe State Park and the Henry W. Coe State Wilderness (Orestimba Wilderness) in the Diablo mountain range.

Your project could be a wonderful asset to our State. However, if it is planned at the expense of our parks and wild lands, it would promise a legacy of environmental insensitivity and damage which will be a lightning rod for opposition to the project.

We hope to be able to build support for this high-speed rail project in our community, and with our State legislative representatives. Please assure the people of California as soon as possible that you have chosen to avoid cutting through and damaging forever our parklands and wilderness areas.

I057-1

Sincerely,


Monica and Eric Bernhard
158 Laurel Avenue
Pacific Grove, CA 93950
831 373 4095



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



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

Response to Comments of, Monica and Eric Bernhard, May 21, 2004 (Letter I057)

I057-1

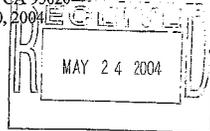
Please see standard response 6.3.1.



Comment Letter I058

1058

832 Fillippelli Drive
Gilroy, CA 95020
May 20, 2004



High Speed Rail Authority
925 L Street #1425
Sacramento, CA 95814

To whom it may concern:

Your proposed routes through the Diablo Range for a high speed rail line are totally preposterous. Why can you possibly believe that it is all right to destroy one of the last remaining undeveloped areas in California, one that the Nature Conservancy has worked so hard to preserve, to build a rail line from nowhere to a city where the economy is failing and where no one can afford to live? The stupidity behind the entire plan boggles the mind.

I058-1

Disgusted in Gilroy,

Teddy Goodrich



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of Teddy Goodrich, May 24, 2004 (Letter I058)

I058-1

Please see standard response 6.3.1.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



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

Comment Letter I059

I059

Lee Sims

**P.O. Box 2700
El Granada, CA 94018**

May 18, 2004

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

Dear CHSPA:

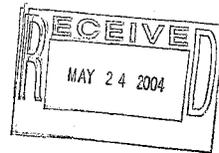
I am opposed to the High Speed Rail passing through, over, or under the Orestimba Wilderness in Henry W. Coe State Park. It is bad policy. Revisit the doable Altamont pass option for the High Speed Rail, and leave designated park lands and pristine wilderness alone.

I059-1

Sincerely,



Lee Sims



650.726.7547
Fax: 650.726.4958

401 Ave. Del Oro
El Granada

lsims@california.com



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

Response to Comments of Lee Sims, May 18, 2004 (Letter I059)

I059-1

Please see standard response 6.3.1.

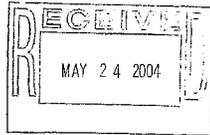


Comment Letter I060

1060

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

May 20, 2004



RE: High Speed Rail/Orestimba Wilderness

Dear Mr. Petrillo,

A letter I received from a colleague expresses my sentiments exactly--

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. The High Speed Rail Authority favors the route from the San Juaquin Valley to the Bay Area through Coe Park. This is wrong, it's bad now and will be bad in the future. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

Wilderness is important. A wilderness area embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

The Orestimba Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected, forever.

Wilderness is essential for humans beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and the population in the Bay Area is greatly increased.

I060-1

The high speed rail plan is to run trains every 10 minutes. The trains are to move at speeds up to 220 mph. The rail intrusions, along with the sounds that accompany them, would render the Orestimba area meaningless as wilderness, or even park land.

Adding new park lands has been proposed as mitigation for using the Orestimba Wilderness. To trade one wilderness area or park preserve for another defeats the principle of setting land aside in the first place.

In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the High-Speed Rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely,

Lisa Thomquist, MD



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

Response to Comments of Lisa Thornquist, May 20, 2004 (Letter I060)

I060-1

Please see standard response 6.3.1.



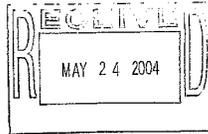
U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter I061

I061

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

May 20, 2004



RE: High Speed Rail/Orestimba Wilderness

Dear Mr. Petrillo,

A letter I received from a colleague expresses my sentiments exactly—

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. The High Speed Rail Authority favors the route from the San Joaquin Valley to the Bay Area through Coe Park. This is wrong, it's bad now and will be bad in the future. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

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In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the High-Speed Rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely,

Robert Thornquist, USAF/ret.

I061-1

Response to Comments of Robert Thornquist, May 20, 2004 (Letter I061)

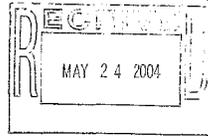
I061-1

Please see standard response 6.3.1.



Comment Letter I062

I062



853 Valparaiso Court
Merced, CA 95348

May 22, 2004

California High Speed Rail Authority
825 L Street #1425
Sacramento, CA 95814

RE: Diablo Range Routes

Gentlepersons:

We are unalterably opposed to the Diablo Range routes proposed for the high-speed rail. The Orestimba State Wilderness section of Henry W. Coe State Park should be forever off limits to the damage that would occur from constructing a high-speed rail route through this area. The more northerly alternative through the Anderson Valley would destroy pristine wilderness and nature conservancy lands as well even though not directly protected by the State Park.

The California Wilderness Act protects the beautiful Orestimba State Wilderness area. We enjoy hiking in Henry Coe State Park and believe that the 85,000 acres of this park should forever be preserved for future generations.

Please do not choose the Diablo Range for the High-Speed Rail route.

Very truly yours

David L. Tucker

Linda S. Lagace

I062-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of David Tucker and Linda Lagace, May 24, 2004 (Letter I062)

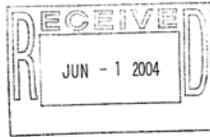
I062-1

Please see standard response 6.3.1.



Comment Letter I063

I063



May 22, 2004

CA High-Speed
Rail Authority

Re: Orestimba Wilderness,
Henry W. Coe State Park

Dear Authority,

Please ~~not~~^{do not} consider routing the high-speed rail through Coe Park. This wilderness is so untouched, so unspoiled - it is a very rare place. Please preserve its beauty and isolation. Thank you so much.

I063-1

Tina Baine
566 Carr Ave.
Aremas, CA 95004
831-726-3528



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



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

Response to Comments of Tina Baine, May 22, 2004 (Letter I063)

I063-1

Please see standard response 6.3.1.



Comment Letter I064

I064



20800 Kiltredge Road
Saratoga, CA 95070
May 22, 2004

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

Dear Mr. Petruillo,

We are against the proposed route through the Diablo Range down Miner Rd and the San Antonio Valley, also through Henry Cole Park.

The route should go where there is already a major highway along the Altamont Pass.

Do not route it please through the undeveloped and protected lands of the Diablo Range.

Sincerely,
Gail & Doug Cheeseman

Doug & Gail Cheeseman
20800 Kiltredge Rd.
Saratoga, CA 95070
USA

I064-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of Doug and Gail Cheeseman, May 22, 2004 (Letter I064)

I064-1

Please see standard response 6.3.1.



Comment Letter I065

I065



Al Leitch

Carrie Pourvahidi
Deputy Director
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

To Mrs. Carrie Pourvahidi:

As a Campbell resident, I am writing about my concern for the high speed rail alignment choices and the level of public awareness of the project. The current alignments under examination are the Pachecho Pass and Diablo Valley routes. Why was the Altamont Pass alignment dropped from further study? I have read that Altamont Pass has a denser population and brings less destructive environmental impact. Even if it carried higher financial cost, this would be well compensated by the higher ridership.

I065-1

In regards to public awareness, the number of people who know about this project are in the minority. I have spoken to several people and they do not know what I'm speaking of. It is not enough to issue user surveys; an article needs to be printed at least once a week in the newspaper of every city involved.

I065-2

Thank you for your attention to this matter. I would appreciate a response to this letter.

Yours truly,

Al Leitch
Interested citizen



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



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

Response to Comments of Al Leitch, May 25, 2004 (Letter I065)

I065-1

Please see standard response 6.3.1.

I065-2

Please see standard response 8.1.1.

Comment Letter I066

I066

ATTN: CALIFORNIA HIGH-SPEED TRAIN
 DRAFT PROGRAM EIR/EIS COMMENTS
 925 L ST., SUITE 1425
 SACRAMENTO, CA 95814

I've seen your suggested routes for a
 high speed rail from LA to Sacramento
 I've ridden the "bullet" trains in Japan.
 I've hiked in the Crestimba Wilderness
 in Henry Coe Park & keep it wild!

I'm writing to ask you NOT to choose
 either of the routes through the Crestimber
 wilderness. It is a truly wonderful place -
 please do not spoil it for my grandchildren
 and future generations:

LINDA STEWART
 16575 OAK VIEW CIRCLE
 MORGAN HILL, CA 95037

1066-1



Response to Comments of Linda Stewart, June 1, 2004 (Letter I066)

I066-1

Please see standard response 6.3.1.

Comment Letter I067

I067

May 30 2004

Joseph Petrillo, High Speed Rail Authority,

Dear Mr. Petrillo,

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

Wilderness embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

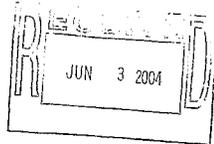
Wilderness is essential for humans beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and the population in the Bay Area is greatly increased.

The Orestimba Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected, forever.

In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the high speed rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely, *Marnie Meyer*
Marnie Meyer
7435 Egleberry Street
Gilroy, CA 95020



I067-1



Response to Comments of Marnie Meyer, May 30, 2004 (Letter I067)

I067-1

Please see standard response 6.3.1.



Comment Letter I068

I068

May 30 2004

Joseph Petrillo, High Speed Rail Authority,

Dear Mr. Petrillo,

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

Wilderness embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

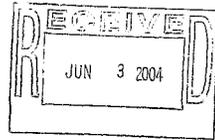
Wilderness is essential for humans beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and the population in the Bay Area is greatly increased.

The Orestimba Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected, forever.

In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the high speed rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely, *Michael Meyer*
Michael Meyer
7435 Egleberry Street
Gilroy, CA 95020



I068-1

Response to Comments of Michael Meyer, May 30, 2004 (Letter I068)

I068-1

Please see standard response 6.3.1.



Comment Letter I069

I069

May 30 2004

Joseph Petrillo, High Speed Rail Authority,

Dear Mr. Petrillo,

I am writing because I oppose any intrusion of the High Speed Rail into the Wilderness area of Henry Coe State Park. Violating the Coe wilderness area, called the Orestimba Wilderness, is wrong for several reasons:

Wilderness embodies a gene pool, an essential place for the vitality of plants and animals. We have the responsibility of providing animals with places where they are free from the impingements of civilization.

Wilderness is essential for humans beings. The wilderness experience revives the spirit, allows one to come into harmony with unmanaged, non-human centered systems. Wilderness will be even more important to our children when they are adults and the population in the Bay Area is greatly increased.

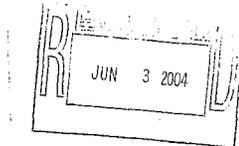
The Orestimba Wilderness has been elevated to the legal status of State Wilderness, which means that it is to be preserved and protected, forever.

In 30 years, 50 years, with millions more people in the Bay Area, the Orestimba Wilderness will be that much more precious. We should protect the Orestimba for our children and their children.

If you agree that preservation means "forever" instead of "until someone finds another use for it", we urge you to implement the high speed rail system without destruction of the Orestimba State Wilderness area and Henry Coe State Park.

Sincerely,

Tina Meyer
7435 Egleberry Street
Gilroy, CA 95020



I069-1



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of Tina Meyer, May 30, 2004 (Letter I069)

I069-1

Please see standard response 6.3.1.

