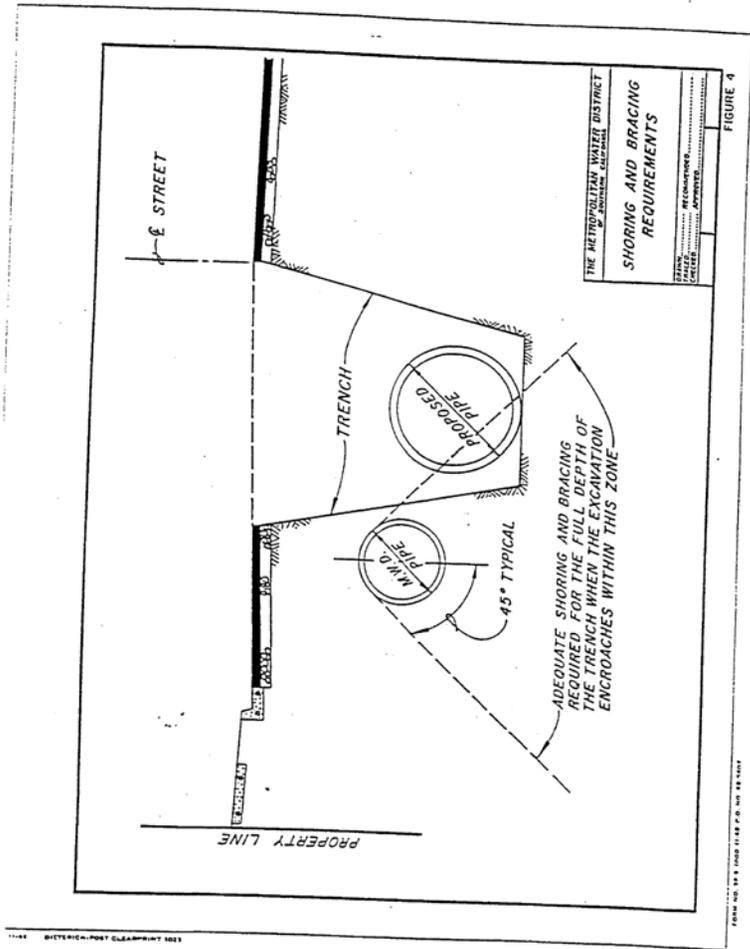
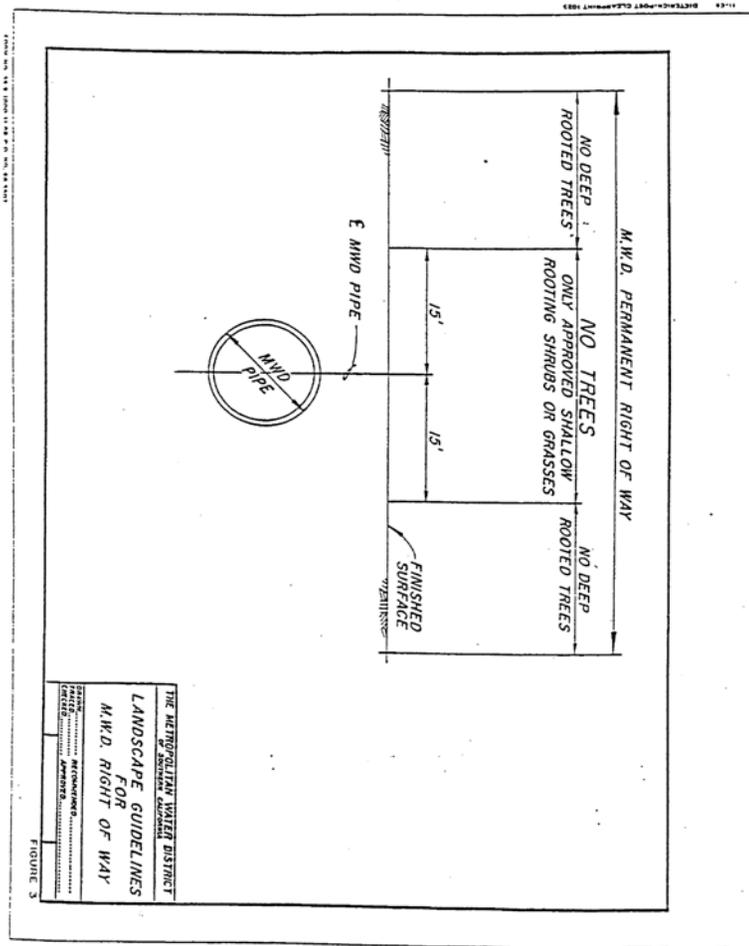
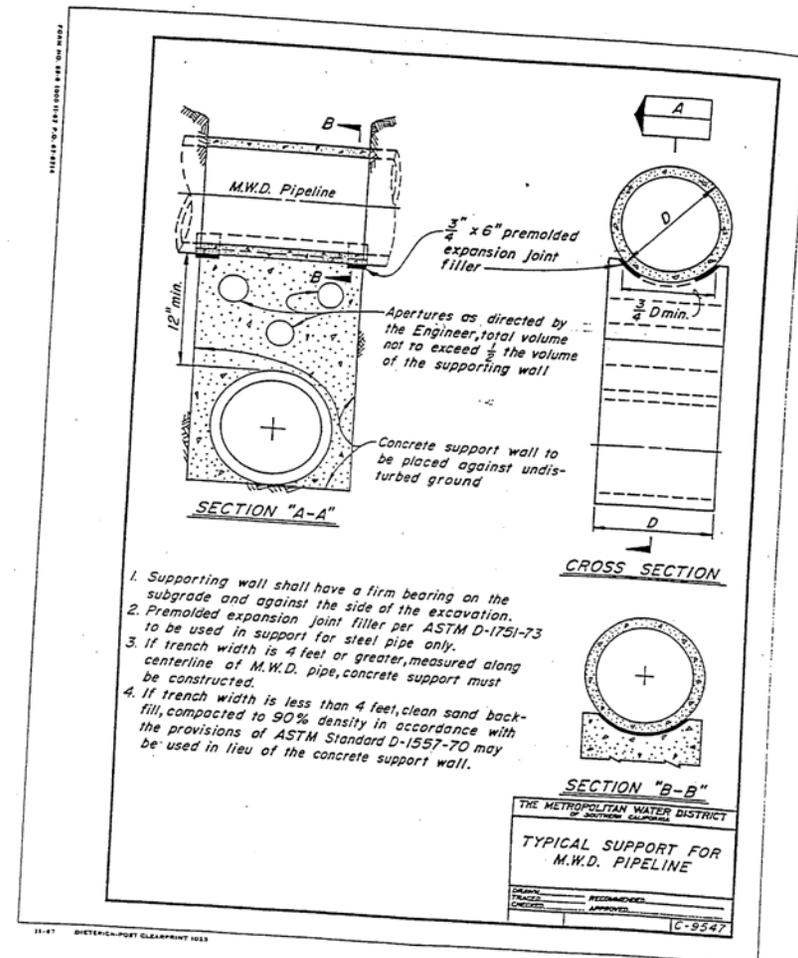
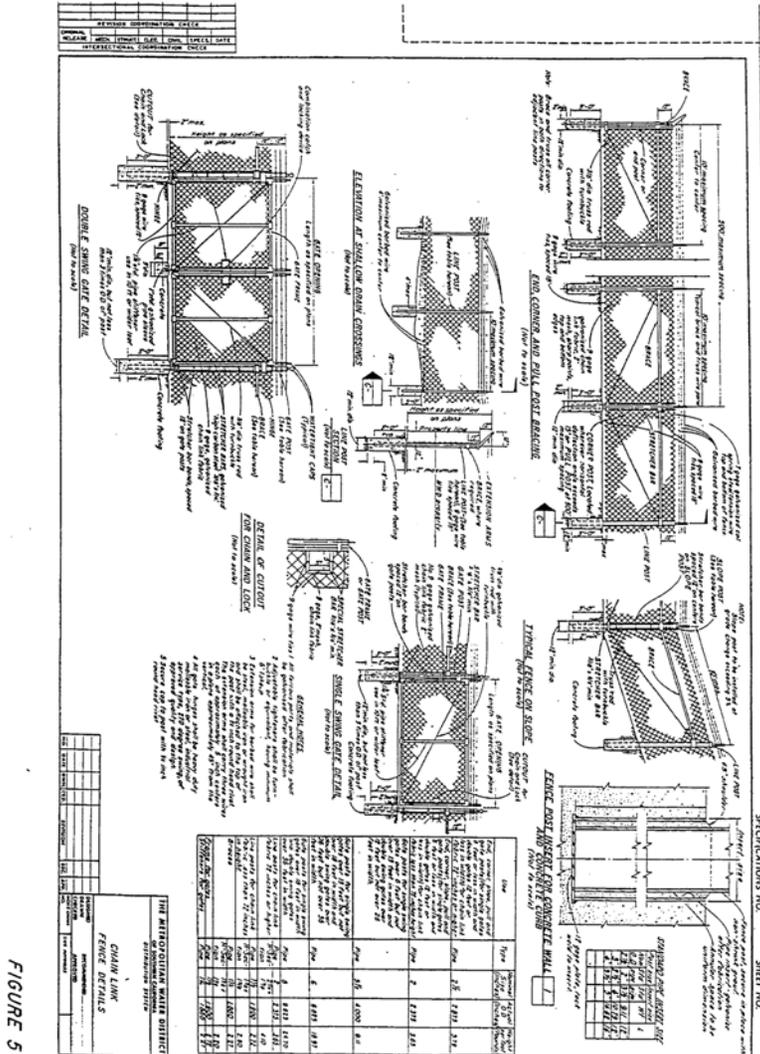


Comment Letter AL014 Continued



Comment Letter AL014 Continued



Response to Comments of Laura J. Simonek, Manager, Environmental Planning Team, Metropolitan Water District of Southern California, May 17, 2004 (Letter AL014)

AL014-1

Acknowledged. Subsequent project level engineering and environmental review will consider all MWD facilities in the vicinity of or potentially affected by the proposed HST facilities. Specific locations of MWD facilities will be identified in order to avoid potential conflicts. Preliminary engineering drawings developed during project level studies will allow for meaningful agency review and coordination. Please also see response to Comment AL015-1.



Comment Letter AL015



AL015

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3614
TELEPHONE: (408) 265-2500
FACSIMILE: (408) 266-0271
www.valleywater.org

California High-Speed Rail Authority 2

May 14, 2004

File: 30077
Various

May 14, 2004

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

Subject: Proposed California High-Speed Train System

Ladies and Gentlemen:

The Santa Clara Valley Water District (District) has reviewed the Draft Program Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) for the subject project. The District has the following comments:

Section 3.10.1, Item B—Public Utilities, Regulatory Requirements and Methods of Evaluation

This section of the DEIR/DEIS did not analyze impacts to major water supply pipelines. Major water supply pipelines provide critical services, can create hazards if damaged, as well as pose construction challenges in the same manner as electric, natural gas, and wastewater treatment facilities. The District recommends that major water supply pipelines be included in the analysis for impacts to public utilities.

AL015-1

Section 3.14.4, Item A—Comparison of Alternatives by Region, High-Speed Train Alignment Option Comparison

Both the Diablo Range Alignment and the southern Pacheco alignment present significant concerns to various water resources. The report describes how the Diablo Range alternative would cross tributaries that could potentially contribute to siltation in Anderson and Coyote reservoirs. Mitigation for these impacts could potentially involve construction of pre-reservoir desilting facilities. The District is concerned about the adequacy of further analysis in determining the extent of such impacts. There may also be concerns regarding the disturbance of serpentine areas in this region, which is extremely difficult to mitigate.

AL015-2

The southern Pacheco alignment poses even more concerns as it would impact more floodplains in Santa Clara County, cross mountain streams that tribute to Pajaro River, and potentially increase flood

risk in this sensitive floodplain region. The complexities of the greater Pajaro Watershed in terms of stormwater detention and attenuation of downstream flooding cannot be underestimated. Work currently undertaken by the Pajaro River Watershed Flood Prevention Authority demonstrates the critical role of the upper Pajaro River system in regional hydrology. Any work performed within the Pajaro Watershed would require close coordination with concurrent investigations, studies and efforts to preserve the existing function of this watershed, specifically of the Soap Lake Floodplain Region. In addition to the floodplain issues associated with Upper Pajaro River, there are significant surface water quality issues in the Pajaro Basin. Specifically, there are presently two Total Maximum Daily Load (TMDL) efforts, one for sediment and one for nutrients. The TMDL activities were prompted by the listing of the Pajaro River under Clean Water Act 303 (d) classification as impaired for these contaminants. The EIR for a specific project will need to adequately address both water quality and flooding impacts associated specifically to the Upper Pajaro River.

AL015-2
cont.

Section 3.14.5, Item A—Mitigation Strategies, Floodplains

The DEIR/DEIS indicates that future project-level analysis will analyze floodplain hydrology/hydraulics for impacts of specific designs on water surface elevations and flood conveyance for low frequency floods to evaluate potential flooding risk. The District recommends that flood events of greater frequency will need to be analyzed as well. The project may have the potential to exacerbate or increase the frequency of existing frequent flood events such as 2-year or 10-year events.

AL015-3

Section 3.14.5, Item C—Mitigation Strategies, Groundwater

In addition to the issues and mitigations identified in the DEIR/DEIS for groundwater, the District recommends that the following items be addressed and mitigated for:

- The project may have the potential for the diversion of groundwater flow. Groundwater flow directions and pathways could be affected by tunneling and dewatering associated with the Modal and High Speed Rail alternatives in segments where tunneling or extensive earthwork would be undertaken.
The project may cause a rise in the groundwater table in areas with soil contamination. This may cause an absorption of contaminants by groundwater or possibly spread groundwater contamination.
The project may have the potential to induce land subsidence caused by construction /operation dewatering.
Tunneling or drilling operations also has the potential to contaminate groundwater.

AL015-4

Section 3.14.6 Subsequent Analysis

As an information item, the District enacted Ordinance 83-2 which requires issuance of a District permit

AL015-5

The mission of the Santa Clara Valley Water District is a healthy, safe and enhanced quality of living in Santa Clara County through the comprehensive management of water resources in a practical, cost-effective and environmentally sensitive manner.



U.S. Department of Transportation
Federal Railroad Administration

Comment Letter AL015 Continued

California High-Speed Rail Authority 3

May 14, 2004

for work within 50 feet of the top of bank of a creek within District jurisdiction and work located adjacent to a District facility, including pipelines. Creeks within the District's jurisdiction are those creeks located within Santa Clara County and whose tributary area is a minimum of one-half square mile. The District's Ordinance and other information items regarding watersheds within Santa Clara County may be found at our website, www.valleywater.org.

Section 3.15.4, Item A—Comparison of Alternatives by Region, Bay Area to Merced

The High-Speed Train alternative analysis should include a statement similar to the one presented under the Modal Alternative, that is: "...providing sufficient mitigation for compliance with Clean Water Act requirements for wetlands and waters would likely be difficult and challenging." This is an important fact that would apply to almost any project under consideration where wetlands and functioning floodplains exist.

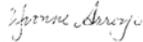
AL015-6

General Comments

All of the proposed alignments within the Santa Clara County will affect groundwater quality, surface water quality, water supply pipelines, and existing flood conditions to some extent. The District would like to receive a copy of the final EIR/EIS when it is available and any future California Environmental Quality Act documents which may be prepared if a project-level analysis is performed. If a more definitive alignment is chosen to be analyzed, the District may have more detailed comments at that time. Any questions regarding these comments may be directed to me at (408) 265-2607, extension 2319.

AL015-7

Sincerely,



Yvonne Arroyo
Associate Engineer
Community Projects Review Unit

cc: S. Tippetts, Y. Arroyo, B. Ahmadi, Y. Ping, C. Presley, M. Klemencic, File (2)



**Response to Comments of Yvonne Arroyo, Associate Engineer, Santa Clara Valley Water District, May 17, 2004
(Letter AL015)**

AL015-1

In general, utilities do not present significant potential impacts that cannot be avoided, minimized or mitigated through conventional design and construction processes. This program level analysis focused on the three general types of major utilities (electrical transmission lines, natural gas lines, and waste water treatment facilities as representative of the extent of potential impacts that would be anticipated with the construction of the proposed facilities. Water supply pipelines will be addressed during subsequent project-level engineering and environmental reviews, should a decision be made to move forward with the proposed HST system. In this process all water supply facilities in proximity to proposed HST facilities will be identified in order to avoid potential conflicts and to provide coordination.

AL015-2

Acknowledged. See standard response 6.3.1.

AL015-3

The Section 3.14.5.A – “Mitigation Strategies – Floodplains” has been revised in the Final Program EIR/EIS so that the flood frequency level to be considered in subsequent project specific studies is not limited.

AL015-4

These issues will receive further consideration during project-level engineering and environmental reviews, should a decision be made to move forward with the proposed HST system.

AL015-5

Acknowledged.

AL015-6

The Section 3.15.4.A – “Comparison of Alternatives by Region – Bay Area to Merced” has been revised to include the proposed statement in the discussion of the High-Speed Train Alternative.

AL015-7

Acknowledged.

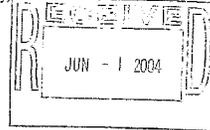
Comment Letter AL016

AL016



CITY OF BUENA PARK

Department of Public Works
James A. Biery, Director



May 27, 2004

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

Attn: Dan Leavitt, Deputy Director
Carrie Pourvahidi, Deputy Director

Subject: **Proposed Alignment for the Statewide High Speed Train System
LOSSAN Rail Corridor Agency**

Following are the City of Buena Park Public Works Department's comments on the alignment being considered for the section between Los Angeles and Orange County.

- 1. Our preferred option would be to utilize the Pacific Electric Right of Way located in the southwestern portion of Buena Park. We understand that this option may have been dropped, and is no longer being considered. AL016-1
- 2. We would oppose option #1, the Union Pacific Railroad Santa Ana Freight line to Anaheim. This would impact many businesses and parcels in that corridor (taking of properties), causing a financial burden on our City and others. AL016-2
- 3. We believe the use of the Burlington Northern Santa Fe Corridor with the addition of a 4th track (Option #2) would be a better option, assuming that the new Buena Park Metrolink Station, which will be under construction this summer, will not be altered/reduced to accommodate a 4th track. We would want to see more precise alignment plans and determine the feasibility of adding a 4th track before supporting this option fully. AL016-3
- 4. We would not oppose Option #3 - different levels of improvement to conventional service that would act as a feeder service to the high-speed train system (requiring a transfer at L.A. Union Station), again assuming there are no issues as stated above. AL016-4

Thank you for the opportunity to comment. If you have any further questions or need any additional information from the City of Buena Park, Public Works Department, please contact Mr. Steve Libring, City Traffic Engineer at (714) 562-3696 or myself at (714) 562-3670.

Sincerely,
James A. Biery
James A. Biery
Director of Public Works/City Engineer

JB:mdm

c: Greg Beaubien, City Manager

6650 Beach Boulevard, P.O. Box 5009, Buena Park, California, 90622-5009

(714) 562-3670 Fax (714) 562-3677

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CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of James A. Biery, Director of Public Works/City Engineer, City of Buena Park, June 1, 2004 (Letter AL016)

AL016-1

Please see standard response 6.40.6, and standard response 2.29.1 in regards to the elimination of the Pacific Electric alignment.

AL016-2

Please see Chapter 6A of the Final Program EIR/EIS for the rationale behind the identification of the LOSSAN corridor as the preferred HST alignment between Los Angeles and Orange County. Please see standard response 6.40.6, and standard response 2.29.1.

AL016-3

Please see standard response 6.40.6, and standard response 2.29.1 in regards to the identification of the LOSSAN corridor (BNSF alignment) as the preferred HST alignment between Los Angeles and Orange County (which includes a fourth track between Los Angeles and Fullerton). Should the HST proposal move forward, more detailed project specific studies will be required.

AL016-4

Please see response to Comment AL016-2.

Comment Letter AL017

AL017



Patrick A. Thomas
Director of Public Works
Engineering Division
201 North Broadway, Escondido, CA 92025
Phone: 760-839-4651 Fax: 760-839-4597

May 25, 2004
California High-Speed Train
Draft Program EIR/EIS Comments
Page 2

May 25, 2004

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

Subject: City of Escondido Comments Regarding California High-Speed Train
Draft Program EIR/EIS

Dear sir or madam:

The City of Escondido staff offers the following comments regarding the Draft Program EIR/EIS for the proposed California High-Speed Train system.

- 1. We are pleased to see a High-Speed Train station proposed in the City of Escondido. We intend to work closely with CHSR Authority staff and your consultants to locate and plan the development of the station in our community.
2. After reviewing the alignment options in the Escondido area as presented in the Draft Program EIR/EIS, we have concluded that we strongly favor the alignment option that results in the High-Speed Train station being located at the existing Escondido Transit Center. This location not only allows for connection with the North County Transit District's Sprinter project as noted in the Draft Program EIR/EIS but also connects with the extensive NCTD inter-city bus transit system; the Greyhound Bus Line; and the proposed San Diego Metropolitan Transit System's Interstate-15 Bus Rapid Transit project with planned stops in Rancho Bernardo, Carmel Mountain Ranch, Mira Mesa, and other locations further to the south. These additional transportation services located at the Escondido Transit Station should also be acknowledged in the Draft Program EIR/EIS similar the acknowledgement given to the NCTD Sprinter project. Locating the High-Speed Train station at the Escondido Transit Center also places it within about a four-block walk to Downtown Escondido, Escondido City Hall, and the California Center for the Arts. This central location also has land-use designations and zoning which are far more compatible to the operation of a High-Speed Train station than the residential properties and elementary school immediately north of State Route 78 and adjacent to Interstate 15.
3. The Draft Program EIR/EIS states that the SR 78/I-15 station would have better access to both Interstate 15 and State Route 78 than the Escondido Transit Center option. This assertion is not supported factually in the Draft Program EIR/EIS. Absent a new

AL017-1

AL017-2

AL017-3

interchange, or direct access ramps, on Interstate 15 or State Route 78 serving the new High-Speed Train station, access to the interstate and highway systems from the Escondido Transit Center via the existing West Valley Parkway interchange appears to be far superior to other access options via interchanges to the north on Interstate 15 or west on State Route 78.

AL017-3
cont.

Thank you for the opportunity to review and comment on the Draft Program document. We look forward to continuing to work with you on this project which is important to both our State and the San Diego region.

Sincerely,

[Handwritten signature of Fred Luedtke]

Fred Luedtke
Deputy Director of Public Works

City Council
Patrick Thomas, Director of Public Works
Barbara Redlitz, Principal Planner
Linda Culp, Sandag

Lori Holt Pfeiffer, Mayor Marie Waldron, Mayor Pro Tem Tom D'Agosta Ed Gallo Ron Newman



CALIFORNIA HIGH SPEED RAIL AUTHORITY



U.S. Department of Transportation
Federal Railroad Administration

Comment Letter AL017 Continued

California High-Speed Train Program EIR/EIS		High-Speed Train Alignment Options Comparison	
Station Name (Alignment)	Discussion		
<p>March Air Reserve Base (UPRR Colton and UPRR Riverside/UPRR Colton)</p>	<p>The March ARB site would be adjacent to the air reserve base but would have the least connectivity, longest travel times, and highest access costs because it is farthest from the Riverside/San Bernardino populations, and the air reserve base does not serve commercial air passengers. The forecasted ridership (boardings and alightings) would be less than the other stations in this region in 2020.</p> <p>The station would be at grade, making it less expensive to build than the San Bernardino station. The estimated cost of this station is \$27.0 million.</p> <p>This station could affect 90 ac (36 ha) of coastal sage scrub and one Section 4(f) and 6(f) resource.</p>		
<p>Tomecua Valley Murrieta (I-15)</p>	<p>A potential station at Murrieta would serve the fast-growing Tomecua/Murrieta area. The Murrieta station site would have convenient freeway access to SR-78 and I-15. The forecasted ridership (boarding and alighting) would be between 1.2 and 2.0 million annual intercity passengers in 2020.</p> <p>This aerial station would cost \$165 million.</p> <p>This aerial station could affect 3,319 linear ft (1,012 m) of non-wetland waters and 640 linear ft (195 m) of streams.</p>		
<p>Escondido Escondido Transit Center (I-15)</p>	<p>The Escondido Transit Center would have somewhat higher connectivity than the Escondido I-15 station. The Transit Center station would be closer to the Escondido Transit Center (within 1/8-mi) and provide better connectivity with the proposed Escondido-to-Oceanside commuter rail service. The forecasted ridership (boardings and alightings) would be between 1.8 and 2.8 million annual intercity passengers in 2020.</p> <p>This station would be in a trench or tunnel, which is the most expensive and difficult station type to build, and would cost \$366 million. The alignment to serve this station would require 5.9 mi (9.5 km) of tunneling, raising the cost of the alignment between March ARB and Mira Mesa by nearly \$500 million. This alignment would also add considerable construction issues and right-of-way constraints.</p> <p>The corridor leading to the transit center is incompatible with the surrounding low density residential properties; however, the HST station is compatible with the use of the Transit Center. There are also minority populations present around the station.</p> <p>The Escondido I-15 site would provide more convenient freeway access. The intercity ridership (boardings and alightings) would be similar to the Escondido Transit Center station option forecasts.</p>		
<p>Escondido at SR-78/I-15 (I-15)</p>	<p>This aerial station would most likely be less expensive than the Escondido Transit Center station. The station would cost \$164 million.</p> <p>The station and corridor are considered moderately compatible with the surrounding land use. There are few other environmental concerns.</p>		



**Response to Comments of Fred Luedtke, Deputy Director of Public Works, City of Escondido, June 1, 2004
(Letter AL017)**

AL017-1

See Standard response 6.36.1.

AL017-2

See Standard response 6.36.1.

AL017-3

See Standard response 6.36.1.

Comment Letter AL018

AL018

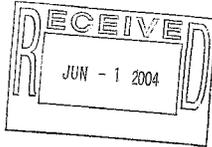


CITY OF MILPITAS

455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479 • www.ci.milpitas.ca.gov

May 25, 2004

High Speed Rail Authority Board
Draft Program EIR/EIS Comments
925 L Street, Suite 1425
Sacramento, CA 95814



Dear Chairperson Petrillo and Members of the Board:

I write on behalf of the City of Milpitas City Council to express support for the conclusion reached by the High Speed Rail Authority in its draft EIR/EIS to use one of two southern alignments (Pacheco Pass or Diablo Range) into the Bay Area and to eliminate the Altamont Pass from further consideration.

The City of Milpitas has long supported the concept of a high-speed rail (HSR) line. Constructing a high-speed rail system would also boost commuter rail service in Silicon Valley. The HSR service will help Caltrain achieve several of its long-term goals: electrification, grade-separation, and increasing the speed and frequency of the commuter rail service. It will also amplify the efforts already underway in our region to improve the connectivity of our existing transit systems.

We support the Authority's decision to reject the Altamont Pass alignment after thorough consideration. The operational and environmental hurdles posed by this route are so high as to make this option impractical. At the same time, we appreciate the concerns environmentalists have raised in relation to the two southern routes proposed by the Authority. However, given the scale of this project, there is no route the high-speed rail could take that would not have an impact on the environment.

AL018-1

The City of Milpitas has consistently advocated that the HSR line utilize a southern alignment into the Bay Area to maximize ridership, minimize operational costs, and ensure that Silicon Valley is served by the new service. For demographic and economic reasons alone, we believe Silicon Valley must serve as the fulcrum for the high-speed rail system in Northern California. Consequently, we strongly support the High Speed Rail Authority's decision to pursue a southern alignment – Pacheco Pass or Diablo Range – into the Bay Area and eliminate the Altamont Pass from further consideration.

Thank you for your leadership on this important project. We look forward to working with you to make California's high-speed rail system a reality.

Sincerely,

José S. Esteves
Mayor

General Information: 408.586.3000



CALIFORNIA HIGH SPEED RAIL AUTHORITY



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

Response to Comments of Jose S. Esteves, Mayor, City of Milpitas, June 1, 2004 (Letter AL018)

AL018-1

Please see standard response 6.3.1.



CALIFORNIA HIGH-SPEED RAIL AUTHORITY



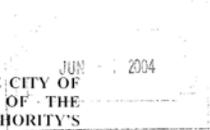
U.S. Department
of Transportation
**Federal Railroad
Administration**

Comment Letter AL019

AL019

RESOLUTION NO. 7134

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, IN SUPPORT OF THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN ALIGNMENTS (PACHECO PASS OR DIABLO RANGE) INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S PROPOSED HIGH-SPEED RAIL SYSTEM



BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:

WHEREAS, a high-speed rail line connecting northern and southern California would relieve highway and air traffic congestion between the Bay Area and Los Angeles, which is one of the busiest air traffic corridors in the nation; and,

WHEREAS, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's high-speed rail system, plans to run the first leg between Los Angeles and San Francisco through San Jose. Ultimately, the line would be extended to Oakland, Sacramento and San Diego; and,

WHEREAS, the California High-Speed Rail Authority is recommending two alignment options, through the Pacheco Pass or a series of tunnels through the Diablo Range, to bring the high-speed rail into the San Francisco Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Commuter Rail Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland; and,

WHEREAS, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times; more frequent service to San Jose, San Francisco and Oakland; higher ridership; and more revenue; and,

WHEREAS, the California High-Speed Rail Authority considered and rejected one other Bay Area alignment, the so-called Altamont Pass alignment. Following this route, the high-speed rail trains

Resolution / California High-Speed Rail System Proposal
Form Rev. 12/17/03; Typed: 05/19/04

Page 1

would enter the Bay Area over the Altamont Pass to Union City. From Union City, the trains would then split into three lines, one south to San Jose, another north to Oakland and a third to San Francisco over a new bridge across the bay; and,

WHEREAS, the California High-Speed Rail Authority concluded that the Altamont Pass alignment would be problematic from an operational and environmental standpoint. According to the authority, splitting the service into three, rather than two, lines would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the authority noted that the costs of building a new rail bridge across San Francisco Bay and the environmental hurdles that would need to be overcome to do so make the Altamont Pass alignment impractical; and,

WHEREAS, the California High-Speed Rail Authority released its program-level environmental document in late January 2004 and is now in the process of holding a series of public hearings on it throughout the state. In addition, the authority will be accepting written public comments on this environmental document until mid-August 2004; and,

WHEREAS, a southern alignment into the Bay Area for the proposed high-speed rail system will maximize ridership, minimize operating costs and ensure that Silicon Valley is well-served by the new high-speed rail line; and,

WHEREAS, a southern alignment into the Bay Area, by utilizing the entire Caltrain Commuter Rail Service Corridor, will help Caltrain achieve several of its long-term goals, such as electrification, grade-separating the corridor, and increasing the speed and frequency of the service. These benefits could not be achieved for the entire CalTrain Corridor by using the Altamont Pass alignment for the state's high-speed rail system; and,

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AS FOLLOWS:

Resolution / California High-Speed Rail System Proposal
Form Rev. 12/17/03; Typed: 05/19/04

Page 2



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

Comment Letter AL019 Continued

1. That the City Council supports the California High-Speed Rail Authority's conclusion to use one of the two southern alignments (Pacheco Pass or Diablo Range) into the San Francisco Bay Area for the state's proposed high-speed rail system.
2. That the City Council supports a goal of minimizing the environmental impact, where feasible, of the new high-speed rail line on the adjoining land uses including the Henry Coe State Park.
3. That the City Council will communicate this position to the California High-Speed Rail Authority in writing as part of the public record for the authority's program-level environmental document.
4. Constitutionality, severability. If any section, subsection, sentence, clause, phrase, or word of this resolution is for any reason held by a court of competent jurisdiction to be unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of the resolution. The City Council of the City of Santa Clara hereby declares that it would have passed this resolution and each section, subsection, sentence, clause, phrase, and word thereof, irrespective of the fact that any one or more section(s), subsection(s), sentence(s), clause(s), phrase(s), or word(s) be declared invalid.

AL019-1

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 18th DAY OF MAY 2004, BY THE FOLLOWING VOTE:

AYES: COUNCILORS: Caserta, Diridon, Kolstad, Matthews, Parle and Mayor Mahan
 NOES: COUNCILORS: None
 ABSENT: COUNCILORS: McLemore
 ABSTAINED: COUNCILORS: None

ATTEST: 
 J. E. BOCCIGNONE
 CITY CLERK
 CITY OF SANTA CLARA

E:\ENGINEERING\DRAFT WP\AGENDA\RESOLUTIONS\CALIFORNIA HIGH-SPEED RAIL AUTHORITY\RES.DOC

Resolution / California High-Speed Rail System Proposal
Form Rev. 12/17/03; Typed: 05/19/04

Page 3



U.S. Department of Transportation
Federal Railroad Administration

Response to Comments of J. E. Boccignone, City Clerk, City of Santa Clara, June 1, 2004 (Letter AL019)

AL019-1

Please see standard response 6.3.1.



Comment Letter AL020

AL020



CITY OF MORGAN HILL

17555 Peak Avenue, Morgan Hill, California 95037-4128 • phone (408) 779-7259 • fax (408) 779-3117

DENNIS KENNEDY
MAYOR

6/10/04

Joseph E. Petrillo
Chairperson
California High-Speed Rail Authority
925 L Street Suite 1425
Sacramento, CA 95814

Dear Mr. Petrillo:

At a recent meeting, the Morgan Hill City Council discussed the California High Speed Rail System's alternate routes for approaching the Bay Area and voted unanimously to support the Pacheco Pass and Diablo Range routes through the South Bay. We believe that it is essential to provide the Silicon Valley area with frequent train service in order to maximize the overall benefits of the system.

In addition, the Council voted last year unanimously to oppose any route traveling through Henry Coe State Park. Despite the overall benefits that the High Speed Rail System will afford, we believe that both the restrictions of the California Wilderness Act and an overall respect for the State Park System should take precedence in this matter and that the route should avoid the boundaries of Coe Park.

Thank you for considering our views. I have enclosed our two resolutions on these topics. We appreciate the challenging work that the Authority is pursuing and look forward to one day riding high speed trains around the State.

Sincerely,

Dennis Kennedy
DENNIS KENNEDY
Mayor

RESOLUTION NO. 5791

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL SUPPORTING THE CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S CONCLUSION TO USE ONE OF THE TWO SOUTHERN ALIGNMENTS (PACHECO PASS OR DIABLO RANGE) INTO THE SAN FRANCISCO BAY AREA FOR THE STATE'S PROPOSED HIGH-SPEED RAIL SYSTEM

WHEREAS, a high-speed rail line connecting northern and southern California would relieve highway and air traffic congestion between the Bay Area and Los Angeles, which is one of the busiest air traffic corridors in the nation.

WHEREAS, the California High-Speed Rail Authority, the organization responsible for planning, designing, constructing, and operating the state's high-speed rail system, plans to run the first leg between Los Angeles and San Francisco through San Jose. Ultimately, the line would be extended to Oakland, Sacramento and San Diego.

WHEREAS, the California High-Speed Rail Authority is recommending two alignment options – through the Pacheco Pass or a series of tunnels through the Diablo Range – to bring high-speed rail into the San Francisco Bay Area through San Jose. The line would then split, with one set of tracks paralleling the Caltrain Commuter Rail Corridor up the Peninsula to San Francisco and the other set running up the East Bay to Oakland.

WHEREAS, the California High-Speed Rail Authority concluded that entering the Bay Area from the south would offer faster travel times; more frequent service to San Jose, San Francisco and Oakland; higher ridership; and more revenue.

WHEREAS, the California High-Speed Rail Authority considered and rejected one other Bay Area alignment, the so-called Altamont Pass alignment. Following this route, the high-speed rail trains would enter the Bay Area over the Altamont Pass to Union City. From Union City, the trains would then split into three lines – one south to San Jose, another north to Oakland and a third to San Francisco over a new bridge across the bay.

WHEREAS, the California High-Speed Rail Authority concluded that the Altamont Pass alignment would be problematic from an operational and environmental standpoint. According to the authority, splitting the service into three, rather than two, lines would reduce train frequencies and ridership, while substantially increasing operating costs. In addition, the authority noted costs of building a new rail bridge across San Francisco Bay and the environmental hurdles that would need to be overcome to do so make the Altamont Pass alignment impractical.

WHEREAS, the California High-Speed Rail Authority released its program-level environmental document in late January 2004 and is now in the process of holding a series of public hearings on it throughout the state. In addition, the authority will be accepting written public comments on this environmental document until mid-August 2004.

WHEREAS, a southern alignment into the Bay Area for the proposed high-speed rail system will maximize ridership, minimize operating costs and ensure that Silicon Valley is well-served by the new high-speed rail line.

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

Comment Letter AL020 Continued

City of Morgan Hill
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WHEREAS, a southern alignment into the Bay Area, by utilizing the entire Caltrain Commuter Rail Service Corridor, will help Caltrain achieve several of its long-term goals, such as electrification, grade-separating the corridor, and increasing the speed and frequency of the service. These benefits could not be achieved for the entire CalTrain Corridor by using the Altamont Pass alignment for the state's high-speed rail system.

NOW, THEREFORE, be it resolved that Morgan Hill supports the California High-Speed Rail Authority's conclusion to use one of the two southern alignments (Pacheco Pass or Diablo Range) into the San Francisco Bay Area for the state's proposed high-speed rail system; and

BE IT FURTHER RESOLVED, that Morgan Hill will communicate this position to the California High-Speed Rail Authority in writing as part of the public record for the authority's program-level environmental document.

PASSED AND ADOPTED by the City Council of Morgan Hill at a Regular Meeting held on the 19th Day of May, 2004 by the following vote.

AYES: COUNCIL MEMBERS: Larry Carr, Hedy Chang, Dennis Kennedy,
Greg Sellers, Steve Tate
NOES: COUNCIL MEMBERS: None
ABSTAIN: COUNCIL MEMBERS: None
ABSENT: COUNCIL MEMBERS: None

☞ CERTIFICATION ☞

I, IRMA TORREZ, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Resolution No. 5791, adopted by the City Council at a Regular Meeting held on May 19, 2004.

WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.

DATE: May 20, 2004 
IRMA TORREZ, City Clerk

RESOLUTION NO. 5715

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL OPPOSING ANY HIGH SPEED RAIL ROUTE THAT WOULD PASS THROUGH HENRY COE STATE PARK AND ASKING THE HIGH SPEED RAIL AUTHORITY TO REMOVE THESE ROUTES FROM CONSIDERATION.

WHEREAS two of the four proposed high speed rail routes pass through The Orestimba Wilderness in Henry Coe State Park

WHEREAS these routes violate the California Wilderness Act which states

Wilderness areas shall be devoted to the public purposes of recreational, scenic, scientific, educational, conservation, and historical use; and

There shall be no commercial enterprise and no permanent road within any wilderness area, and, except as necessary in emergencies involving the health and safety of persons within the wilderness area, there shall be no temporary road, no use of motor vehicles, motorized equipment, or motorboats, no landing or hovering of aircraft, no flying of aircraft lower than 2000 feet above the ground, no other form of mechanical transport, and no structure or installation within any wilderness area.

WHEREAS these routes violate the California Public Resources Code, Section 1519.53, which declares

The purpose of state parks shall be to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California; and

Each state park shall be managed as a composite whole in order to restore, protect, and maintain its native environmental complexes

WHEREAS the City of Morgan Hill would like to endorse the High Speed Rail bond measure of 2004; therefore

LET IT BE RESOLVED that the City of Morgan Hill opposes any high speed rail route that would pass through Henry Coe State Park and asks the High Speed Rail Authority to remove these routes from consideration.

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PASSED AND ADOPTED by the City Council of Morgan Hill at a Regular Meeting held on the 3rd Day of September, 2003, by the following vote.

AYES: COUNCIL MEMBERS: Larry Carr, Hedy Chang, Dennis Kennedy,
Greg Sellers, Steve Tate
NOES: COUNCIL MEMBERS: None
ABSTAIN: COUNCIL MEMBERS: None
ABSENT: COUNCIL MEMBERS: None

☞ CERTIFICATION ☞

I, IRMA TORREZ, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Resolution No. 5715, adopted by the City Council at a Regular Meeting held on September 3, 2003.

WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.

DATE: _____

IRMA TORREZ, City Clerk

Response to Comments of Dennis Kennedy, Mayor, City of Morgan Hill, June 14, 2004 (Letter AL020)

AL020-1

Please see standard response 6.3.1.

