

## Comment Letter 0079

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WebTV Networks

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## Sent e-mail message

From: MPetitjean@webtv.net(Margaret Petitjean)  
 Date: Tue, Aug 31, 2004, 4:04pm  
 To: info@mtc.ca.gov  
 Cc: r9.info@epamail.epa.gov, senator.speier@sen.ca.gov, jhill@co.sanmateo.ca.us, mnevin@co.sanmateo.ca.us, rgordon@cosanmateo.ca.us, rosejg@co.sanmateo.ca.us, WLM@jsmf.com, President@whitehouse.gov, webing@fra.dot.gov, Bobcast444@aol.com, loma.prieta.chapter@sierraclub.org, BoardSecretary@samtrans.com, rundell1@leland.stanford.edu, Ron.Ries@fra.dot.gov, Holtk@samtrans.com, frits.vanderlinden@sun.com, npc@nonoise.org, boardsecretary@caltrain.com, dsboesch@menlopark.org, board.secretary@vta.org, malambert@sbcglobal.net, city\_council@city.palo-alto.ca.us, joseph\_kott@city.palo-alto.ca.us, kcb@cpuc.ca.gov, feith.ken@epa.gov, jrahimi@menlopark.org, jskatz@stanford.edu, joe.simitian@asm.ca.gov, JimBigelow@yahoo.com, mcavoyi@samtrans.com, Governor@Governor.ca.gov, matt.welbes@fta.dot.gov, Frankli@quiknet.com, e63@cpuc.ca.gov, editorial@paloaltoailynews.com, cdilauro@aol.com, senator@feinstein.senate.gov, Diana@DianaDiamond.com, David.Valenstein@fra.dot.gov, city\_council@city.palo-alto.ca.us, cdpiercy@stanford.edu, Michael.N.Lewis@Parsons.com, senator.sher@sen.ca.gov, bentley@ble.org, stucohen@igc.org, senator@boxer.senate.gov, andrew.antwih@asm.ca.gov, ashok\_aggarwal@city.palo-alto.ca.us, annagram@mail.house.gov, editor@cAlmanac.com, letters@smindpendent.com, CITY.COUNCIL@MENLOPARK.ORG  
 Subject: High Speed Rail EIS/EIR Comments

Attention: Steve Hemminger/High Speed Rail Authority

It is our understanding that any challenge to the HST route (not an option of this EIS/EIR) under NEPA sets forth procedural mechanisms to ensure proper consideration of environmental concerns. It does not mandate particular substantive results.

The National Environmental Act (NEPA) guides the government through discussion and disclosure and "action-forcing" measures concerning the wisdom or prudence of the proposed action. NEPA requires a reasonably thorough discussion of environmental conservation plans with informed decision-making and informed public participation.

Although one Menlo Park councilmember suggested that the council defer to the Menlo Park staff's superior judgment who, while questioning the various impacts of the HSR, accepted the southern route, the council



TREES: There is a continuing loss of trees due to urbanization, natural fires and the extensive use of trees of unknown genetic origin in landscaping, etc. Most have not been chosen or planted intelligently and are polluting in themselves, causing allergies, death and destruction, power outages and electrocution of humans due to ill-placement along utility lines, including railroad r.o.w. regulated by the Public Utilities Commission. A large, neglected tree fell on to the railroad tracks recently in the City of Menlo Park which does not regulate the placement, size or planting of its now overgrown, encroaching, oversized, property-destructive trees. Appropriate trees in the right places grow quickly on the San Francisco Peninsula and proper replanting would be an advantage to those who suffer the consequences of the negligence of monster trees. Most are judged by their size and are not "heritage" trees. Most should be discounted in any EIR of HST.

Finally, an EIS need not consider an infinite range of alternatives only that which is reasonable or feasible.

The overriding issue of the majority of residents alongside the Caltrain Corridor being considered for HSR is that there be quieter locomotives and the elimination of horns. The JPB (Joint Powers Board) is cooperating with HSR to fund for the completion of grade separations for safety purposes and to eliminate clanging bells and blasting horns into the beds and homes of existing residents many of whom were here before Caltrain and Union Pacific.

I, personally, together with hundreds of railside residents, have filed petitions with our cities and the JPB to establish "quiet zones" under the criteria of the Federal Swift Railroad Act amendment and the final Horn Rule which goes into effect in December, 2004. This will require the re-establishment or continuation of blasting of horns before and through every railroad crossing in the U.S.A. at between 96 and 110 dBA which is totally unacceptable for housing and should require immediate mitigation measures for pre-existing housing with a moratorium on additional housing within 660' (a severe impact) or over 1000' (a serious impact) from the horn blasts. See FRA Horn Assessment required by the Environmental Protection Agency at www.fra.dot.gov.

Also at www.fra.dot.gov - there is an open docket now at dms.dot.gov regarding the noise impacts to the railroad engineers themselves who are being injured by the locomotive cab noise, vibration and blasting horns.

Would HSR with Caltrain electrification, grade separations, elimination of congestion with pollution at the crossings and the cessation of devastating blasting horns, which deny sleep, accelerate and elevate the quality of life and human rights for San Francisco to San Jose long-suffering residents? If so, all those on the petitions for short-term and long-term solutions to railroad pollution would vote for high speed trains. These outnumber those recent critics against HST.

All aesthetics should be set aside in the interests of environmental justice to eliminate air and noise pollution for the existing residents and those to come, concern for birds, bees, butterflies and trees notwithstanding. A

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campaign to plant Italian Cypresses along the railroad might be in order as suggested by Caltrain.

However, all-night, earthquake-like freights should not be allowed and full mitigation should be immediately implemented with noise reduction windows (triple-paned), insulation, sound walls, etc. for those within the hazardous noise areas, together with full disclosure in studies of electromagnetic fields, etc. Otherwise relocate and compensate the thousands of impacted residents.

A judge recently ordered night-time quiet for a condemned murderer in jail! The World Human Rights Commission ruled that it was a violation of human rights to allow nighttime aircraft to disturb residents near airports. The President signed an executive order commanding that environmental impacts of railroads be realized and Secretary Minetta has committed to following through on that order. The Surface Transportation Board has awarded damages to nearby residents of increased railroad service.

I purchased a small apartment building in 1962. For forty-two years I have been active in attempting to achieve justice for myself, my neighbors and my tenants. When I bought the place, one tenant was already moving out after three (3) weeks due to the railroad noise and I never met him. Since then it has been one long nightmare for day-sleepers (many doctors, nurses, police officers, etc.) the elderly, the sick and parents of young children. I became disabled. Most renters have moved and homeowners have quietly sold to the next unsuspecting victim on weekends. All studies should emphasize the cumulative effects during commute hours. Then disclose the after midnight and before dawn loud trains with freights and horns in between, leaving no time for sleep.

I was instrumental in persuading a building supply company (who moved bricks, etc. all night on the rails) to relocate, but the present Caltrain Commute trains have increased steadily to earlier and later with new air horns and insufferable construction and maintenance with only recent recognition of the rights of impacted human beings. Some see clouds of diesel fumes outside their windows and children's yards are 5' from the tracks in places like Menlo Park and Atherton. Those city officials are more concerned about decrepid non-heritage trees than human beings!

Our council and those before it (none of whom would be caught dead living near the tracks) are guilty of negligence toward its raihside residents, the underserved, having consistently turned down millions of dollars for then-funded railroad grade separations. That money is no longer available and our sales taxes for that purpose have gone elsewhere. A proposed extended tax measure will cover only projects presently programmed elsewhere in the county.

Unless this is rectified fully it must go before the courts. Billions of dollars of Measure A money has already gone into a bottomless pit only to cause greater air and noise pollution to citizens who are not deriving any benefits.  
Taxation without representation!

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voted unanimously (with one absent) to have the mayor sign a resolution objecting to any HSR coming through Menlo Park, which would eliminate such rail in the county of San Mateo without a new Bay high rail bridge or a new under-Bay tunnel (already deemed unfeasible). This signing of the Resolution to opt for banning HSR in San Mateo County and indeed along the Peninsula Corridor was not considered at a public hearing. Two of the handfui of residents present, including one from BayRailAlliance (Margaret Okuzumo) speaking also for the Sierra Club and another from Sacramento who has been at every meeting distributing propaganda were critics from outside of Menlo Park..

Criticisms of the chosen route, expert or otherwise, do not undermine the validity of an EIS. When faced with conflicting evidence an agency may rely on its own evidence. The stated reasons for eliminating the Altamont pass were well considered. The majority of the cities on the Caltrain Corridor defer to the High Speed Rail Authority's decision after reasonably thorough analysis for the initial routing to go through the Peninsula integrating with rail to the San Francisco Airport in San Mateo County and thence underground into the city of San Francisco as an extension of Caltrain to a new trans bay terminal. Mr. Morshed stated that unless this route was accepted initially, high speed trains may never come to the West Bay.

It should be pointed out that San Mateo County is the fifth most populated in California with one of the major airports in the country. The HSR plans show a potential link to that airport.

NEPA does not require that disputes be settled between scientists - it dictates that it defer to agency opinion if not otherwise shown to be arbitrary or capricious. Analysis of relevant documents requires a high level of technical expertise which must be deferred to the informed discretion of the responsible federal agency. The only intelligent comment here was made by councilman Jellins who said the council should defer to the superior knowledge of staff. So why did he vote with the other three to discourage high speed rail in San Mateo County? They campaigned as a slate and apparently vote as a slate which is very disconcerting. Should councils vote on such an important issue without the informed participation of all of their constituents and should they let other cities (e.g. Atherton) fight their own battles?

CEQA (California Environmental Quality Act) does require that an EIR both identify and describe any significant effects on the environment. The controlling statute defines a "significant" or potentially substantially adverse change in the environment Cal. Pub. Res. Code s 21068.  
Some mitigation plan claims of misrepresentation on HSR amount to semantics.

NEPA does not require a fully developed plan that will mitigate all environmental harm before an agency can act. An EIS cannot however omit reasonably thorough discussion of mitigation measures because to do so would undermine the action forcing the goals of NEPA. We understand that the HSR Commission has twice considered and ruled out the Altamont Pass route but will embrace it again with new bridge toll funding. They have already spent millions of dollars on the High Speed Train EIS/EIR.

0079-1  
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In the Report of Legal Counsel at the July 2004 Joint Powers Board meeting David Miller, their attorney, commended and congratulated staff for the success of the Baby Bullet. Mr. Miller stated that from the standpoint of CEQA compliance, environmental reporting, relationships with Union Pacific Railroad, etc., all were managed in a way that can be attributed to the management team and with staff being sensitive to the fact that there are legal issues to deal with. He commented that one of the elements of success of this system is the absence of litigation and he applauded staff for their diligent work!! (Minutes of JPB meeting July 1, 2004).

The only reason for the lack of litigation is that our cities have tried to ignore the presence of this polluting railroad and have been negligent and irresponsible in protecting the human rights of their citizens by insisting on an EIS/EIR with mitigation. Certainly Caltrain and the Union Pacific should follow the requirements of CEQA. Adding rails and baby bullets, increasing service to pre-dawn and early a.m. with freights being equipped with heavier axles to haul more freight along a heavily-populated corridor at night warranted more than a thumb-at-the-nose to hundreds of petitioners.

A quiet, modern, non-polluting rail system, without horns, is the only hope to appease those who are the victims of the assaults with this deadly weapon which has the potential to freeze and injure the unprotected on and around the tracks and the passengers and engineers themselves (see their statements in docket at dms.dot.gov.) Human and property rights must override all other considerations in the interests of environmental justice and impacted human beings and, until full disclosure is satisfied, there should be a moratorium on infill housing and transit villages within the hazardous noise areas of the San Francisco Peninsula Caltrain Commute line with illegitimate Baby Bullets and potential Bullet (HSR) trains.

In a recent newspaper article, Menlo Park councilwoman Winkler stated that she was embarrassed by certain remarks she made regarding the route of high speed rail after she talked to the Dumbarton area group. I am embarrassed at the necessity to spell out our position with such detail again.

Now our mayor has overridden staff recommendations and we are embarrassed for her. We urge that you consider her letter dated August 26, 2004 and the Resolution that high speed rail not traverse San Mateo County as a personal opinion with a few supporters and not that of the general public of Menlo Park and other cities on the Caltrain Corridor. Apparently, High Speed Trains are the only solution to mitigate air and noise pollution of Caltrain as it exists today and further the Business Plan of the High Speed Rail Authority? This details a practical approach to constructing, operating and financing a high-speed train system and conveys a reasoned assessment of how California can accommodate the intercity travel needs of 45-to-50 million Californians in 2020?. The recommendations in the Business Plan are economically feasible, publicly acceptable, and fiscally prudent for initiating an investment in California's infrastructure of this magnitude - or so they say! The Joint Powers Board of Caltrain is applauding this integration. Perhaps Menlo Park and Atherton will disappear from the map!

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My last employer, when a Congressman, wrote me from Washington that this railroad noise was a human rights issue. He once opined that one of the biggest mistakes made by the Board of Supervisors of San Mateo County was in rejecting B>A>R>T. What are local representatives doing? Others, from local mayors to senators and congressmen, are fighting for the right to quiet of their constituents all over the country.

With apologies for the length of the foregoing, we support a west bay route of the HST with assurances that all environmental concerns be mitigated to the extent possible and join with the other proponents of the S.F Peninsula who have commented thus. We understand that this will assure a west bay route without a new high rail bridge over the bay or an underbay tunnel and extend Caltrain into the new trans bay terminal where the high speed rail system is already planned in San Francisco, a major destination in the plan. The railroad would be completely grade-separated, with electrification and routine horn-blasting eliminated.

Respectfully,

Margaret Petijean, 489 Waverley St., Menlo Park, CA. 94025. Tel: (650)322-7154

H.A.L.T. (Homeowners Against Loud Trains-established in 70s-Petitioners) H.O.R.N. (Halt Outrageous Railroad Noise-a National Organization Citizens for Noise Abatement - S.F. Peninsula (Petitioners for the establishment of "Quiet Zones" under criteria of the R.R.Swift Act Amendment passed by Congress to eliminate Train Horns) S.A.D. (Sleep-deprived Americans Driving-Injured and assaulted wayside residents unprotected by our government/Sacrificial lambs on altar of mass transit)

cc: High Speed Rail Authority, Sacramento  
Surface Transportation Board  
Paul (Pete) McCloskey, Esq.

0079-3  
cont



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

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**Response to Comments of Margaret Petitjean, Homeowners Against Loud Trains, September 7, 2004 (Letter O079)**

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**O079-01**

Comments acknowledged. The HST system would be a state-of-the-art, electrified, fully-grade separated system with controlled access to prevent intrusions. Use of the Caltrain alignment would require full grade separation and added fencing, as well as adding additional tracks. As noted in the Draft EIR/EIS, "shared-use improvements in this corridor would potentially result in safety and service improvements for Peninsula commuters and potentially improve automobile traffic flow at rail crossings and reduce noise impacts, since the grade-separated system could eliminate trains blowing warning horns throughout the alignment" (page 2-29).

The Program EIR/EIS identifies mitigation strategies and areas for subsequent analysis. If the HST proposal is to move forward, specific mitigation measures would be identified, analyzed and approved as part of the future project-specific environmental studies that would be needed prior to implementing the HST system.

**O079-02**

Please see standard response 2.18.1.

**O079-03**

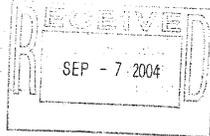
Acknowledged.

**Comment Letter O080**

**O080**

**MISSION OAKS COMPANY**  
15770 10<sup>th</sup> Avenue  
Hanford, CA 93230  
Tel: 559-584-9201  
Fax: 559-582-9546

August 30, 2004



Mehdi Morshed  
Executive Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Re: Support for High Speed Rail Project – City of Visalia Site

Dear Mr. Morshed:

On behalf of Mission Oaks Company, I'd like to thank you for the opportunity to respond to the Draft EIR/EIS on the High Speed Rail project proposed for the State of California. Mission Oaks Company endorses the project and supports the potential alignment along the Union Pacific corridor with a station site in Visalia, California. It is this organization's belief that a station site in Visalia will best maximize ridership opportunities throughout Tulare, southern Fresno and Kings Counties. At the time estimated for the completion of the High Speed Rail project, the regional population for this area is projected to reach 750,000 persons. In addition, the Union Pacific alignment would be located in existing transportation corridors so there would be less potential for significant environmental impacts (e.g. reduced auto emissions, etc., due to shorter driving distances to access trains).

O080-1

We understand there is some expressed concern regarding the Union Pacific alignment and, if chosen as the preferred route, it would travel directly through the downtown areas of some of the smaller cities located in southern Fresno County and southern Tulare County. This Organization would like to express our support for the evaluation and the possibility of a by-pass route around these smaller rural communities as a resolution to concerns expressed by these communities.

Finally, we believe the proposed Union Pacific alignment would maximize operational and capital costs, while minimizing natural resource disruption. The Union Pacific alignment would provide numerous employment opportunities to the many agricultural communities along the route. High-Speed Rail related growth in service industries would diversify local job markets and provide jobs for low-skilled workers, thus contributing to a reduction of the area's historically high unemployment rate of 17%. The UP alignment would provide the highest potential benefit to helping to reduce unemployment.

O080-2

Thank you again for the opportunity to comment on the Draft EIR/EIS and the proposed High Speed Rail Project. Please feel free to contact me if you have any questions or clarification of any of the comments stated herein.

O080-2  
cont

Sincerely,

Willard G. Clark  
President, Mission Oaks Company

WGC:bm

cc: Glenn D. Morris, Executive Director, VEDC



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

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**Response to Comments of Willard G. Clark, President, Mission Oaks Company, September 7, 2004 (Letter O080)**

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**O080-1**

Please see standard response 6.21.1.

**O080-2**

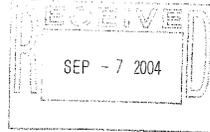
Please see standard response 6.15.4.

Comment Letter O081

O081

RAFT  
Regional Alliance For Transit  
Founded 1992

1000 Union Street, Suite 207  
San Francisco, California 94133  
Telephone: 415 440-6895  
Email: raft@arch21.org



August 28, 2004

Re: Comments on DEIR/EIS for the proposed California High Speed Rail Project

To whom it may concern:

The Regional Alliance For Transit (RAFT) was organized in 1992 to save the Transbay Transit Terminal from demolition and to make sure bus service was an integral part of a new intermodal facility for Caltrain and statewide high speed rail. Over the past twelve years RAFT has advocated for the development of a properly designed high-speed rail system in California. RAFT supports the findings in the DEIR/EIS that a HSR project is the best way to meet the state's future intercity mobility needs.

O081-1

RAFT finds the detail of the DEIR/EIS troubling. RAFT is very concerned over the omission of an "Altamont" alternative from the DEIR/EIS. RAFT feels that an Altamont alignment should be studied, as it seems to be the alternative best suited to providing a significant improvement to mobility in Northern California, offers the fastest travel times to all destinations in the Bay Area, with the exception of San Jose, and is by far the lowest-cost alternative. Specific questions that are unanswered in the DEIR/EIS are:

O081-2

How can any extra minutes of travel time between every Bay Area station (except San Jose) and the rest of the statewide system be justified? What is the justification for dropping the Altamont alternative which provided the fastest travel times to the majority of destinations?

What community input lead to the development of the Coe/Diablo alternatives?

What consideration was made of tying in HSR to the Bay Area's considerable existing mass transit system?

O081-3

Is it assumed that HSR passengers will drive to the San Francisco terminal? Where will they park? Would they not instead take Muni, BART or AC Transit to the terminal? If passengers are assumed to drive, what are the air quality impacts?

O081-4

Should not the DEIR/EIS have provided information as to how the proposed HSR will work in a comprehensive manner with existing bus and rail transit at the proposed San Francisco, San Francisco Airport, Redwood City and San Jose stations, and air quality and highway and local road congestion?

O081-5

If the Altamont alignment is going to be studied—how could it not be?—should not the DEIR/EIS show the tying in of existing mass transit to stations in the vicinity of Livermore and Fremont and the impacts on highway congestion and air quality?

O081-6

How many passengers projected to use the CIISRA for commuting are current Caltrain passengers? How does this "migration" of riders affect Caltrain, and what ridership implications does this have for the Pacheco and Diablo Direct

O081-7

alignments studied by the DEIR/EIS? How has the operation of the Caltrain "Baby Bullet" trains been analyzed in the DEIR/EIS?

O081-7  
cont

It is understood environmental leaders met with Authority staff and Board members over the issue of a bay crossing at Dumbarton. Will the results of this meeting be added to the EIR/EIS to expand the discussion of environmental concerns over a Dumbarton Crossing?

O081-8

Why are there no maps showing specific alignment options, especially maps that could be used to correlate the segment cost data, presented in [http://www.cahighspeedrail.ca.gov/eir/pdf/rgn\\_studies/state/Costs/Final\\_Cost\\_Rept\\_App\\_F.pdf](http://www.cahighspeedrail.ca.gov/eir/pdf/rgn_studies/state/Costs/Final_Cost_Rept_App_F.pdf)?

O081-9

Why weren't operations for the rejected Altamont alignment modeled based on projected demand at Bay Area terminals, rather than assuming an equal split of service between San Jose and San Francisco terminals in phase one, or between San Jose, San Francisco and Oakland in the final service scenario?

O081-10

Why do the cost estimates for a Dumbarton HSR bridge seem to be about 4 times higher than the costs for recent Bay Area bridge projects, including the San Mateo Bridge trestle, Benicia Bridge, and the Zampa Bridge? Wouldn't the use of recently completed projects offer a more accurate cost than a very preliminary design for a hypothetical bridge planned for the widest part of the bay?

Why are there no impacts mentioned concerning the San Joaquin Valley National Cemetery, even though the Pacheco alignment seems to cross the cemetery? Was the National Cemetery Administration of the Department of Veterans Affairs notified of the existence of the DEIR/EIS and of the opportunity to make comments?

O081-11

RAFT believes that the DEIR/EIS is incomplete without the reintroduction of an Altamont alternative. We would be happy to meet with Authority staff to outline our fully-developed proposal.

Sincerely,

for RAFT  
M. Kiesling

**Response to Comments of M. Kiesling, Regional Alliance For Transit, September 7, 2004 (Letter O081)****O081-1**

Acknowledged.

**O081-2**

Please see standard response 2.18.1. In regards to the development of the Diablo Range "Northern Crossing" alignment, comments were made during initial scoping meeting and Town Hall meetings regarding investigating potential route options that could reduce travel times between Sacramento and the Bay Area.

**O081-3**

The station sites recommended as preferred locations are all multi-modal transportation hubs that would provide links with local and regional transit, airports and highways.

**O081-4**

The percentage of passengers expected to access HST stations via private autos varies depending upon the station location and its connectivity to other modes of transportation. For the Program EIR/EIS assumptions were made for each potential station location in order to estimate parking requirements and potential traffic impacts around stations. These estimates are included in the Traffic, Transit, Circulation and Parking Technical Reports (for the Bay Area to Merced, see Appendix B2). The percentage of passengers expected to access stations via private auto was 20% (10% self parking, 10% drop-off) at San Francisco. The assumption for the Bay Area – Merced region was that the HST system will provide parking for all station areas except downtown San Francisco, Oakland, and the three major airport stations. In downtown San Francisco, the excess of supply over demand is primarily a function of the marketplace, which is to say that parking is available for a price. The expectation for the HST scenario is that the excess of supply over demand will continue by virtue of the marketplace

finding it profitable to continue providing parking. Passengers not using private automobile would take rail, bus, taxi or walk to reach the station. Section 3.3 "Air Quality" of the Draft Program EIR/EIS includes estimates for localized air quality impacts. This program level evaluation is not detailed enough to be used for an air quality intersection screening analysis, but does provide a general indication of the HST project's impact on the roadway network.

**O081-5**

The Program EIR/EIS represents a program-level analysis based upon a conceptual level of detail. Providing comprehensive information as to how the HSR will work with existing bus and rail transit is beyond the scope of this program environmental process. Should the HST proposal move forward, this analysis would be undertaken as part of future project specific studies. Please also see standard response 1.1.5

**O081-6**

Please see standard response 2.18.1.

**O081-7**

It is beyond the scope of this program environmental process to develop ridership forecasts for Caltrain services. While there could be some loss of Caltrain ridership for longer distance commute trips (San Jose to San Francisco), there could also be ridership gain from the HST services since the Caltrain services would act as a feeder service to the long distance intercity passengers. Improvements to the Caltrain infrastructure in conjunction with the proposed HST service would improve travel times, and reliability, and could also improve frequencies for Caltrain express services, which could lead in turn to increases in ridership for longer distance Caltrain markets such as San Jose to San Francisco.

**0081-8**

Please see standard response 2.18.1.

**0081-9**

Please see Alignment Configuration and Cross Sections, January, 2004.

**0081-10**

Please see standard response 2.18.1.

**0081-11**

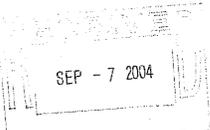
Please see standard response 6.3.1. The Pacheco Pass alignment option does pass through the vicinity of the San Joaquin Valley National Cemetery. The Authority will continue efforts to avoid this cemetery and associated impacts as this alignment option is considered in subsequent studies.

Comment Letter O082

O082



Mehdi Morshed
Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814



Re: Support for High Speed Rail Project - City of Visalia Site

Dear Mr. Morshed:

On behalf of Tucoemas Federal Credit Union, I'd like to thank you for the opportunity to respond to the Draft EIR/EIS on the High Speed Rail project proposed for the State of California. Tucoemas Federal Credit Union endorses the project and supports the potential alignment along the Union Pacific corridor with a station site in Visalia, California. It is this Organization's belief a station site in Visalia will best maximize ridership opportunities throughout Tulare, southern Fresno and Kings Counties. At the time estimated for the completion of the High Speed Rail project, the regional population for this area is projected to reach 750,000 persons. In addition, the Union Pacific alignment would be located in existing transportation corridors so there would be less potential for significant environmental impacts (e.g. reduced auto emissions, etc. due to shorter driving distances to access trains).

MAILING ADDRESS
P. O. Box 5011
Visalia, CA 93278-5011

BRANCH LOCATIONS
Visalia

2300 W. Whitendale
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Porterville, CA 93257
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www.tucoemas.org

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0082-2



Thank you again for the opportunity to comment on the Draft EIR/EIS and the proposed High Speed Rail Project. Please feel free to contact me if you have any questions or clarification of any of the comments stated herein.

O082-2
cont

Sincerely,

Linda Reese
Linda Reese
President/CEO



U.S. Department of Transportation
Federal Railroad Administration

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**Response to Comments of Linda Reese, President/CEO, Tucoemas Federal Credit Union, September 7, 2004  
(Letter O082)**

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**O082-01**

Please see standard response 6.21.1.

**O082-02**

Please see standard response 6.15.4.