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DRAFT BAY AREA TO CENTRAL VALLEY HIGH-SPEED TRAIN PROGRAM ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT

COMMENT SHEET

Written comments may be submitted at today's meeting or may be mailed or faxed to the Authority.

Mail: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments
925 L Street
Sacramento, CA 95814

Fax: (916) 322-0827
Attn: California High-Speed Train
Draft Bay Area to Central Valley EIR/EIS Comments

Comments may also be submitted through the Authority's Web site:
http://www.cahighspeedrail.ca.gov/

All comments must be received by end of day **September 28, 2007.**

Please provide your comments below on the project's draft environmental document.

Name (please print): Robert S. Allen
Title (if applicable): BART Director, District 5 (1974-1988)
Organization/Business (if applicable): -
Address: 223 Donner Avenue
City: Livermore State: CA Zip: 94551-4240
Phone: (925) 449-1387 Fax:
Email:

Meeting Date: 24 August 2007 Meeting Location: San Jose

COMMENTS: In the past I strongly supported an Altamont Pass route. No more! CA HS rail should enter the Bay Area via Pacheco Pass. HSR should have two new lines and replace Capitol Corridor. One of the new line would run between Southern California and Sacramento through the Central Valley.

The other new line would run between Southern California and San Francisco via Pacheco Pass, San Jose, and the former SP peninsula corridor. PHSJ3-1

The upgraded Capitol Corridor should link San Jose with Oakland and Sacramento via Santa Clara, Newark, Mulford, ~~Oakland~~ Airport, a joint BART intermodal at Magnolia and Martinez. A new BART line between the Washington Street Portal and the Trans-Bay tube would by-pass the West Oakland station and run on the water side of the post office.

Altamont Pass should be served by an extension of BART in the I-580 median, along the former SP and Old Altamont Pass Road, through Mountain House and Tracy to an intermodal station on the HSR Valley spine line. ~~Central Valley~~ San Joaquin Valley commuters would be far better served by BART-type service than by HSR.

(over)

U.S. Department of Transportation
Federal Railroad Administration

Planning for a peninsula corridor upgrade to at least 4 tracks fully grade separated would allow 2 local tracks and 2 express tracks. The local tracks could be either conventional Caltrain or BART trains.

CA HSR could well stay on the water (west) side of I-880 between Mulford and Fruitvale, bypassing Elmhurst in East Oakland

A Magnolia intermodal could provide superb San Francisco – Sacramento service without the need for a new tube under SF Bay.

PHSJ3-1 Cont.