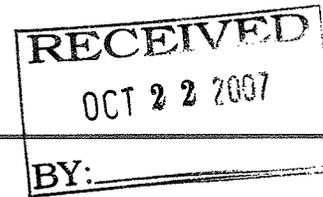




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L 021

October 17, 2007

California High-Speed Rail Authority  
EIR/EIS Comments  
925 L Street, Suite 1425  
Sacramento, CA 95814

To Whom It May Concern:

The City Council of Union City supports the Altamont alternatives for California High Speed Rail. The City of Union City has the following supplemental questions on the Draft EIR/EIS.

L021-1

Questions 1 to 6 are based on statements made in the Draft Bay Area to Central Valley High-Speed Train Program Environmental Impact Report/Environmental Impact Statement (EIR/EIS) Summary, Table S.5-1: Summary of Characteristics and Impacts for Network Alternatives, July 2007.

L021-2

1. The Altamont Pass Oakland terminus alternative (7.2-6) projects 94.39 million annual riders. The Altamont Pass San Jose terminus alternative (7.2-4) projects 94.65 million riders. The San Francisco bridge terminus alternative (7.2-5) projects 93.88 million riders. How are passengers arriving at each of the different station termini and stations along each alternative?

L021-3

2. Why is there a drop to 81.13 million riders when the three Altamont Pass city termini (7.2-6, 7.2-4, 7.2-5) are combined as alternative 7.2.3? Why is there generally a drop in ridership when there are multiple termini under the Altamont alternatives with the exception of Oakland and San Francisco via a transbay tube (7.2-10)?

L021-4

3. The Pacheco Pass San Jose, San Francisco & Oakland via Transbay Tube alternative (7.2-16) projects 95.2 million riders at a cost of \$17 billion. The Altamont Pass, Oakland terminus alternative (7.2-6) projects 94.39 million riders at a cost of \$8.2 billion. Is it correct that the Pacheco alternative will require more than doubling the construction cost of the Altamont Oakland alternative, to attract less than a one percent increase in ridership, and have a slower travel time to Sacramento and Los Angeles? What is the accepted margin of error in ridership projections?

L021-5

4. What will be the impact on ridership under the Pacheco Pass, San Jose, San Francisco, and Oakland via a transbay tube alternative (7.2-16) if there is funding only to construct a terminus at 4<sup>th</sup> and King?

L021-6

5. Does the construction cost projections for extending High Speed Rail from 4<sup>th</sup> and King to the Transbay Terminal assume that Caltrain has already extended its trains from 4<sup>th</sup> and King to the Transbay Terminal and that California High Speed Rail will be able to use the Caltrain tunnel corridor? L021-7
  6. Under the Paceco Pass, San Jose, San Francisco, Oakland via a transbay tube alternative (7.2-16), what are the number of passengers boarding and debarking for the Redwood City Station, Milbrae/SFO Station, 4<sup>th</sup> and King, Transbay Terminal, and Oakland Station? How will passengers get to and from the stations? L021-8
  7. Where are the trains stored in Oakland for alternative 7.2-16? L021-9
  8. The Supporting Technical Document: "Definition of Alternatives: Conceptual Engineering Plan and Profiles, Typical Sections and Station Fact Sheets," alignment NS 0003, shows the High Speed Rail alignment on the Oakland Subdivision, which is adjacent to the Union City BART Intermodal Station. The exhibit shows that High Speed Rail crosses to the Niles Subdivision at the BART yard. Appendix 2F Union City Fact Sheet Page 2-7-27 shows the High Speed Rail alignment on the Niles Subdivision. Is the Niles or the Oakland Subdivision being considered for High Speed Rail in Union City? Are two alternative alignments being considered? L021-10
  9. Caltrain has 55 feet width of right-of-way in downtown San Mateo. Are 55 feet of right-of-way sufficient for Caltrain and High Speed Rail to share without acquisition of additional right-of-way? Are there other sections of Caltrain right-of-way that are 55 feet wide or less? L021-11
  10. Some community groups on the peninsula raised objections to rail noise at public meetings. What would be the cost implications per liner mile to underground High Speed Rail through selected communities on the peninsula? L021-12
- Thank you for the opportunity to comment. Union City City Council is supportive of the Altamont alternatives. L021-13

Sincerely,



Mark Evanoff  
Redevelopment Agency Manager