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June 30, 2010

Mr. Dominic Spaethling
Regional Manager
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: Request for Correction and Reissuance of the Alternatives Analysis
for the San Jose to San Francisco Segment

Dear Mr. Spaethling,

The City of Menlo Park has worked extensively to review the Alternatives Analysis (AA) report for the San Francisco to San Jose section of the proposed high speed train system. Detailed comments on the AA will be forwarded under separate cover.

After a thorough review, the City respectfully requests that the AA report be corrected and re-issued for public comment. The following outlines our concerns related to the AA:

- 1) On June 1st, Menlo Park (partnering with the Peninsula Rail Program) hosted a successful community outreach meeting to get feedback on the AA. The most common feedback we heard is that the AA doesn't have enough information to properly consider the tradeoffs among various alternatives. A specific example is that the AA fails to identify temporary and permanent right-of-way impacts of the various alternatives. Another example is the lack of noise data for any of the alternatives.
- 2) The AA has numerous deficiencies with respect to cost data such as:
 - a. No data on the cost of right-of-way for the various alternatives was included.
 - b. Costs estimated for the aerial alignment were for a two-track system rather than the four-track system that was shown.
 - c. Generic Caltrain station costs of \$15 million were used for all of the alternatives in Menlo Park.
 - d. Grade separation costs of less than \$3 million per crossing were used when local experience suggests grade separation costs of \$15 to \$25 million per crossing.
 - e. The cost of shoofly tracks and temporary bridges to keep Caltrain operational during construction appear to have been omitted.

- 3) The AA process is now out of sync with the overall environmental review process. With decertification of the Program EIR for the Central Valley to Bay Area segment, a program level environmental document for the Caltrain corridor is not in place. The City's comments on the revised draft Program EIR remain unanswered.

Thank you for considering the City's request. Additional time spent to properly plan and evaluate alternatives will lead to a better project in the long term.

Sincerely,



Richard Cline
Mayor, City of Menlo Park

Cc: Members of the Menlo Park City Council
Curt Pringle, High Speed Rail Authority Board Chairperson
Tom Umberg, High Speed Rail Authority Board Vice-Chairperson
Quentin Kopp, High Speed Rail Authority Board Member
Fran Florez, High Speed Rail Authority Board Member
David Crane, High Speed Rail Authority Board Member
Rod Diridon, High Speed Rail Authority Board Member
Lynn Schenk, High Speed Rail Authority Board Member
Russ Burns, High Speed Rail Authority Board Member
Richard Katz, High Speed Rail Authority Board Member
Roelof van Ark, High Speed Rail Authority, Chief Executive Officer
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Ash Karla, Peninsula Corridor Joint Powers Board Member
Don Gage, Peninsula Corridor Joint Powers Board Member
Ken Yeager, Peninsula Corridor Joint Powers Board Member
Anna Eshoo, Member of Congress
Joe Simitian, State Senator
Ira Ruskin, Member of the California State Assembly
Members of the Peninsula Cities Coalition
City Manager
City Attorney
Assistant City Manager
Deputy City Manager