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June 28, 2010

Mr. Robert Doty
Director, Peninsula Rail Program
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. Doty,

Redwood City herewith submits its official comments to the California High Speed Rail Authority (HSR Authority) concerning the Preliminary Alternatives Analysis (Preliminary AA Report) for the San Jose to San Francisco Section of the High Speed Rail (HSR) project.

An overview of the wider context in which Redwood City views the project will be instructive for the Authority, to provide a framework for a more full understanding of the City's comments.

As HSR moves to the next phase, it is critical that Redwood City's overarching principles related to the project be respected: that the development and implementation of the HSR/Caltrain electrification facilities take place with profound attention to the interests of the surrounding communities, stakeholders, and sensitive audiences; offer an augmented level of community outreach, communication, and involvement; and minimize negative impacts and effects on the communities in which the project will operate. Further, it is critical that all areas of Redwood City adjacent to the right of way be treated in an equal, comparable, and fair manner, and that the project not negatively impact Redwood City's ongoing Downtown revitalization.

More specifically:

- Our Downtown area is in the midst of a renaissance, with millions upon millions of public and private dollars invested. It is critical that HSR through Redwood City not have the effect of separating or splitting our Downtown – which includes El Camino Real to the west of the current right-of-way;

- In the same vein, HSR must not physically divide the community along the right-of-way;
- During construction the impact to the homes, businesses, and streets adjacent to the right-of-way must be minimized;
- Only the absolute minimum amount of additional property should be considered for expansion of the HSR right-of-way, and only as a last resort; and
- The impact of operations of the finished project must be minimized.

It's also important to recognize that the right-of-way and surrounding uses and constraints in Redwood City are unique and challenging. In many ways, building HSR through our community will not be as straightforward or clear-cut as in our neighboring cities, as the right-of-way here has certain physical aspects and characteristics that in some cases will limit the options and require a more innovative approach.

Unlike some other areas, no single cross section will work for the entire length of Redwood City's two HSR segments; a creative approach to designing different, appropriate cross sections is required. Within Redwood City, the right-of-way crosses a state highway (Woodside Road) and at least two creeks (Redwood Creek, Cordilleras Creek), passes through a freight train intersection (where tracks from both the Dumbarton line and the Seaport line intersect at the right-of-way), cuts through the western side of our Downtown area, requires numerous grade separations, and passes over the San Francisco Public Utilities Commission's Hetch Hetchy water supply pipelines.

Redwood City values the opportunity to express the concerns and issues of our City Council, our staff, and our community, and intends to cooperatively share information in order to assure the most thorough analysis of alternatives. Without the Preliminary AA Report, it was not feasible for Redwood City to begin articulating these concerns and issues; now that it has been released and reviewed by the City and groupings of our community members, we expect to learn a great deal from this important interaction with the HSR Authority.

Community meetings:

Following publication of the Preliminary AA Report, two community meetings were held in Redwood City:

- April 29, 2010 at Redwood City Veterans Memorial Senior Center: This meeting was hosted by the HSR Authority as the first opportunity for the Authority to present updated information to the community on the project's schedule and process, and to outline the existing physical conditions of the proposed segment through Redwood City. The meeting included a question and answer period. We appreciate this effort and look forward to the

Authority's additional workshops and communication with our community and the property owners immediately adjacent to the railway.

- May 11, 2010 at Veterans Memorial Senior Center: This community workshop was hosted by the City of Redwood City, and was designed to provide an opportunity for Redwood City community members to engage in small group discussions to discuss what we support or are concerned about regarding the HSR system, how those concerns might be addressed, and our collective preferences and opinions about the alternatives presented by the HSR Authority. Each community member was given three colored adhesive dots: one to indicate his/her preferred choice for vertical alignment, one to indicate second choice for vertical alignment, and one to indicate the least preferred vertical alignment. Participants placed these dots on a chart at each table, to visually indicate their preferences. A meeting summary is included in this letter as Attachment A, and a summary of the "dot" exercise is included as Attachment B. In the summary, the four-track aerial and open trench designs are the least preferable alternatives from our community's perspective. We appreciate the removal (from further consideration) of the berm option and the at-grade option in section 4C.

We have attached a summary of the community's comments and a consolidated visual overview of participants' overall preferences among the vertical alignments. The community's input was taken into consideration in the production of the City's official comments, and we believe that it will be of value as the HSR moves forward with its Supplemental AA Report. We have also attached two emails that were sent to the City Council, containing additional input related to discussion of HSR during the June 14, 2010 City Council meeting.

Redwood City questions and concerns:

Following their initial review of the Preliminary AA Report, Redwood City staff members prepared a list of questions and concerns, which is included in this letter as Attachment C. We look forward to your response and further clarification regarding these items.

Challenges:

There are several challenges associated with the vertical alignment options requiring grade separation as outlined in the Preliminary AA Report.

Grade separations are costly to build, the footprint extends far into the community, and they may cut off through-access for motorists and pedestrians. For this reason, alternatives that avoid grade separation should be given more merit.

If Caltrain's vertical transition (from either aerial or in trench, to at-grade) starts at Sequoia Station, grade separations will be required at Main Street, Maple Street and

Chestnut Street. Additionally, a grade separation at Chestnut Street may extend far enough to the east to interfere with the existing Seaport rail spur. These are challenges that must be resolved. A transition beginning further south could avoid these grade separations.

If the tracks are elevated when crossing Woodside Road, requiring Woodside Road to be rebuilt as an underpass, the cost and right-of-way impacts of this construction will be very significant. The underpass would most likely need to extend beyond El Camino Real to the west.

Freight operations to the Dumbarton and the Seaport spur rails must be maintained in order to preserve economic vitality of the industrial areas in Redwood City. In order to maintain freight operations, Caltrain and the spur tracks must be at grade at Redwood Junction, since Caltrain and the freight trains share the same tracks.

Stitched plan:

A “stitched plan” that could work for Redwood City is described below, for consideration and evaluation in the Supplemental AA Report (including identification of right-of-way, grade, and feasibility).

The objectives of the following proposed stitched plans are to provide the Redwood City community with an alignment that:

- does not physically divide the community along the right-of-way
- minimizes right-of-way property acquisition
- minimizes operational impact (noise, visual, and vibration), and
- considers alignment preferences of our neighboring communities

Desirable Vertical Alignment:

Deep tunnel throughout Redwood City for both Caltrain (including freight) and HSR

- Pros: least right-of-way acquisition, minimal disruption during construction, maintains community connectivity, and minimal impact during operation.
- Cons: cost, and operational concerns (ventilation, freight rail “spur” connection, emergency access).

Not Desirable (but feasible) Vertical Alignment:

4-track aerial throughout Redwood City

- Pros: cost, partial community connectivity.
- Cons: aesthetics, operational concerns (freight rail “spur” connection, noise, vibration), and requires grade separation of Main Street, Maple Street, Chestnut Street, and Woodside Road.

Conceptual Plan (pending further engineering analysis):

Given the challenges presented in the previous section, the conceptual “stitched” plan is offered as a possible solution to address a number of the challenges in Redwood City.

Traveling southward:

For both HSR and Caltrain, transition to trench alignment before Cordilleras Creek (covered trench required under creek).

Continue open/covered trench alignment to Whipple Avenue (combination of stacked or 4-track trench, whichever results in the least private property impact).

Covered trench alignment through Caltrain station to Main Street (combination of stacked or 4-track trench, whichever results in the least private property impact).

Continue open/covered trench alignment to Chestnut Street (combination of stacked or 4-track trench, whichever results in the least private property impact).

South of Chestnut Street to Redwood Junction:

- Caltrain: begin transition from trench to at-grade alignment to connect with the spur rail. The existing junction of the three tracks (Seaport/Union Pacific rail to and from the Port, northbound Dumbarton rail, and Caltrain rail) must be moved further southward to ensure a vertical match of all three tracks. The existing junction of the southbound Dumbarton rail is already far enough south to accommodate the vertical transition.
- HSR: remain in open/covered trench or begin transition to match the vertical alignment of neighboring communities.

The City has not thoroughly evaluated the impacts of this option, nor has the City had the opportunity to discuss this option with the freight train operator(s). Therefore, the City urges that HSR consider and analyze the above stitched plan alternative and include it in the Supplemental AA Report. Redwood City recognizes the many constraints and is open to discussion of alternatives. Although the downtown core is the most critical area in Redwood City (from a connection perspective) it is the City’s preference that all sections of the HSR and Caltrain tracks/corridor be underground, to preserve and enhance connectivity throughout Redwood City’s communities.

Thank you for your consideration of these comments from the Redwood City community and City Council on the HSR Authority's AA Report.

We, the members of Redwood City's High Speed Rail Council Ad Hoc Committee, would like to schedule a meeting with you, your staff, and our staff the first week of August to provide an opportunity for you to answer the questions we've raised in the attached List of Redwood City's Questions and Concerns. Again, please keep in mind Redwood City's overarching principles related to the project. Honoring those principles will continue to be critical as the HSR program moves forward. If you have any questions regarding this information, please contact Chu Chang, Director of Redwood City's Building, Infrastructure, and Transportation Department, at 650-780-7382 (email cchang@redwoodcity.org). You may also contact Mr. Chang to schedule the early August meeting.

Sincerely,

Redwood City High Speed Rail Council Ad Hoc Committee

Rosanne Foust
Council Member

Jeff Gee
Council Member

Barbara Pierce
Council Member

Attachments:

- A. Community input
- B. Consolidated "dot chart" from the May 11, 2010 Community Workshop
- C. List of Redwood City's questions and concerns
- D. List of questions submitted by Greg Greenway for the June 14, 2010 City Council meeting
- E. Letter submitted to City Council by James Jonas for the June 14, 2010 City Council meeting

Cc:
City Council
Peter Ingram, City Manager
Silvia Vonderlinden, City Clerk
Dan Leavitt, Deputy Director CHSRA
Dominic Spaethling, Regional Manager CHSRA

Attachment A
Redwood City Community Workshop
High Speed Rail Alternative Analysis
Veterans Memorial Senior Center
Tuesday, May 11, 2010
7:00 – 9:00 PM
MEETING NOTES
(prepared by Peninsula Conflict Resolution Center)

Purpose of the meeting: *gather community comments/concerns/preferences on the HSR Alternatives Analysis for folding into the City's official comment letter to the High Speed Rail Authority*

Facilitators from the Peninsula Conflict Resolution Center (PCRC) facilitated six small group discussions guided around the following questions:

Questions:

1. *What would be advantages of each of the track placement options?*
 - *Aerial*
 - *At-grade*
 - *Trench (covered/uncovered)*
 - *Tunnel*
 - *Covered trench and aerial*
2. *What would be the challenges of each of the track placement options?*
 - *Aerial*
 - *At-grade*
 - *Trench (covered/uncovered)*
 - *Tunnel*
 - *Covered trench and aerial*
3. *What other combinations would you like to be studied? Note: you have blank paper with example diagrams, use that to draw your own for the either or both segments*
4. *Based on the options presented what would be your preferences?*
 - *Green sticky dot: your preferred option*
 - *Yellow sticky dot: your 2nd choice*
 - *Red sticky dot: least favorite option*

Each table had a printout of potential options outlined in the Alternatives Analysis, as well as a chart for each participant to vote on potential options. Participants were provided a sheet with rail graphics for designing other options.

Group Comments:

1. *What would be advantages of each of the track placement options?*
 - *Aerial*
 - *At-grade*

- *Trench (covered/uncovered)*
- *Tunnel*

Group 1 - advantages

Aerial

- Creates usable real estate
- Minimizes construction right of way impact
- Relatively low cost
- Least construction impact compared to tunneling, excavating
- More visual and actual community connectivity
- Low suicide/ vandalism/ terrorism potential
- More aesthetic ride

Open Trench

- Little visual impact
- Less noisy than aerial
- Pedestrian safety relative to at-grade

Covered Trenches

- Less visual impact than open; no fences
- Connectivity
- Usable space above
- Noise

Deep Tunnel for HSR

- Noise (for HSR)
- Narrow Right of Way

HSR Covered Trench / Caltrain Aerial

- Station option exists
- Less construction Right of Way
- Connectivity

Group 2 - advantages

Aerial

- Less expensive and disruptive

At-grade

- 4D segment: less expensive

Trench (covered/uncovered)

- Minimal sound (sideways)
- No visuals
- Take advantage of the land on top → recover land (green space)
- Stacked covered trench: less space, less disruption, less right of way → double stack trench

Tunnel

- Less property taken (less eminent domain)
- Noise minimized
- Aesthetics

- There won't be a high-speed rail station in Redwood City (also listed as a challenge)

Group 3 - advantages

Deep Tunnel

- Could dig anywhere, no right of way issues
- Similar to BART in Berkeley; or BART under the Bay
- Actually a bore; don't have to do construction. Removes issues of stitching lines together
- Neighborhoods, alphabet streets, houses, small businesses (right of way is only 60 feet) → cannot have impacts and the Tunnel option alleviates this
- No advantages to elevated tracks
- Deep Tunnel is most advantageous

Trench (covered/uncovered)

- Allows station in Redwood City
- Allows electrification of Caltrain
- Eliminates grade separation
 - Safety concern with grade separation

Group 4 - advantages

Aerial

- Traffic flow
- Bike path possible under track
 - What is the reality of that option?
- Better rider experience
- Keeps option open for a train station in Redwood City
- Better movement across the right of way

At-grade

- Lowest cost option?
 - Listed on sheet as lowest?
- Right now not an option on 4C section
- No changes to Caltrain section

Trench (covered/uncovered)

- No traffic interference
- Easiest movement
- Not an eyesore
- Land can have other uses
- Noise reduction
- Reduction of danger (security)

Tunnel

- Least destructive during construction
- Won't take as much land
- No interference with utilities
- Noise – none
- Land use

- No railroad station in Redwood City

Group 5 - advantages

Aerial

- Walk under it
- Reclaimed land
- Reduce congestion
- Reconnect east and west sides
- For the land underneath:
 - bikeway/ community garden/ etc
 - Opportunity for public art, storage, pedestrian boulevard

At-grade (Section 4D)

- The price
- Potentially can get freight train in and out

Trench (covered)

- Safer
- Enclosed if the train derails
- Don't see train/ visual
- Capture open space
- All contained wouldn't affect traffic
- Might need less right of way
- Wouldn't impact houses and businesses (as much)
- Cover the trench and build on top and create revenue sources to pay for HSR
- Use right of way as revenue generation, real estate

Tunnel

- Because of restrictions to 60' easier to trench it – right of way narrowest
- More economical way to go (possibly)

Group 6 - advantages

Aerial

- Allows for use underneath
- Gives space
- Less safety issues
- Traffic freedom
- Allows for freedom of movement and land use does not divide city

Trench (covered/uncovered)

- Allows for free flow of traffic and community activity
- Allows for building above
 - Parks, living areas
- Allow for diesel fumes to escape
- Most feasible

2. *What would be the challenges of each of the track placement options?*

- *Aerial*
- *At-grade*

- *Trench (covered/uncovered)*
- *Tunnel*

Group 1 - challenges

Aerial

- Integration with at-grade
 - Especially for heavy freight cars
- Noisy
- Safety concern with derailment
- Earthquakes (especially with freight cars and hazardous freight)
- Any station would be up in the air

Open Trench

- Connectivity is reduced
- Vandalism/ terrorism/ suicide
- Maybe fences will be necessary, with visual impact
- Flooding
- Water table
- Large construction right of way impact

Covered Trenches

- Egress safety, train safety
- High cost
- Most disruptive for construction

Deep Tunnel for HSR

- No HSR station
- They won't pay for Caltrain grade separation
- Caltrain at-grade, noisy
- Expensive: could kill the project

HSR Covered Trench / Caltrain Aerial

- Separate train infrastructures – hard to change between HSR and Caltrain
- Difficult construction

Group 2 - challenges

Aerial

- Noise
- Aesthetics
- Accidents (trains can de-rail)

At-grade

- Take more eminent domain

Trench (covered/uncovered)

- Exhaust (fumes)
- Because of width → requires more eminent domain with 4-track option

Tunnel

- Cost
- There won't be a high-speed rail station in Redwood City (could also be an advantage)

Group 3 - challenges

Aerial / At-grade

- Runs directly through downtown:
 - Noise
 - Buffers
 - Cutting the City into two parts (example: El Cerrito)
- All above grade options would mean an entire separation of communities
- Elevated tracks
 - Noise issues similar to the feeling underneath the BART system → terrible noise impact
 - Aesthetically horrible
 - The benefits of Redwood City are that there are no high rises, low impact footprint (height). This would be a visual impact to the downtown area.

Trench (covered/uncovered)

- Eminent domain
- Construction right of way and temporary track
- Noise – needs to be covered
- Venting an open trench is still necessary
 - Vents are where the noise gathers
- Trench is not a solution for everyone
- Open trench still has noise issues
- People can still get into the open trench → safety concerns. You would have potential openings

General Comments on Track Placement

- Lots of ways to grade separate – don't have to elevate to grade separate
 - Don't have to be joined together
- Funding
- How is running HSR through Redwood City going to enhance the city?
 - Noise = intrusive
 - Benefit or detriment?
- Best practices = TGV / Switzerland
- Concerned with commuter trains versus the demand for HSR
 - Getting off in San Jose means they couldn't run regular commute service
 - Couldn't run as many express trains from San Jose to San Francisco
 - Adding extra tracks a necessity no matter what
- Run it near the 101
- Impact to developers/ business
- Cost
- Right of way/ cost
- Question should be: What is the most doable?

Group 4 - challenges

Aerial

- Loitering/ danger issues → gangs
- Litter potential
- Noise/ ugly → visually unattractive
- Worried about speed

Trench (covered)

- Cost and disruption during construction
- Bad user experience

Trench (uncovered)

- Uncovered challenges
- Dangerous → suicide
- Divides the city up
- Eyesore
- Noise level high
- Litter/ graffiti
- Bad for utility crossings
- Weather affects it

Tunnel

- One of the most expensive options
- Evacuation procedures in emergency
- No Redwood City railroad station
- Lousy user experience

Group 5 - challenges

Aerial

- Ugly
- Dangerous when derails
- Challenges to business and commuter
- Noise
- Visual – more prominent and affects views

At-grade

- How many feet right of way?
- May be eminent domain – takes away houses
- Air displacement
- Suicide/ accidents
- The way this is framed (60') does not get at the reality of what is going to be given up
- Noise factor – how does this play out?

Trench

- Cost
- Noise (contained it will need to be vented)
- Internal noise also could be problem
- Safety (advantage → tunnel option)

Tunnel

- Don't like.

Group 6 - challenges

Aerial

- Will cause shadows
- Noise/ vibration concerns
- Decibel levels not known
 - Example: BART is not as quiet as forecasted
- Track will be close to houses
- Would freight stay on Caltrain track?

Trench (covered/uncovered)

- Concern about impact on residences
- Costs go up with trench
- Are 4 tracks necessary, can we use only 2?
- Are tracks functional for both?
- Noise bounces off walls
- Costs
 - How much from taxpayers
- How much open/ how much closed
- Concern that this does not change or interfere with Redwood City
 - We want what is best for our city

3. *What other combinations would you like to be studied?*

Group 1 – other combinations to study

- Stacking in covered trench
- Hybrid low berm

Group 2 – other combinations to study

- Double track cut/cover box
 - Double track in tunnel (deep tunnel is best option)
 - Sheet #11 of 24 on combination draft typical sections HSRA document of 3/24/10
- 67' right of way
 - Double track cut and cover all under-ground
 - Box with double track in tunnel
- Double covered trench

Group 3 – other combinations to study

- Note: there is a problem with the approach: integrate Caltrain with HSR. Convert Caltrain to express trains. This is so trains could use each other's tracks with one dispatch system
- Deep tunnel and trench combo
 - Least disruptive
- Deep tunnel and at grade with grade separation, specifically for 4C
- Leave Caltrain as is, go with grade separations as it is now
- Deep tunnel, leave Caltrain as is

- Deep tunnel but with Caltrain in covered trench or at grade with grade separations as needed (road under preferred)
- HSR in tube/trench with Caltrain in trench, stacked

Group 4 – other combinations to study

- Everything in tunnel except at Redwood Junction
- Aerial tracks with sound reflector and close privacy shield

Group 5 – other combinations to study

- Stacked track, cut and cover
- Buildings to span across right of way
- For option 3 as shown on matrix (open trench), cut and cover so only a portion is open
- Park and bike boulevard over the top if covered
- Use some land for mixed use near station and housing between stations

Group 6 – other combinations to study

- Aerial for HSR, at-grade for Caltrain
- Aerial with a bubble/ baffle to reduce noise
- New route
 - Along the Bay
- Why do we have to stick with present Caltrain route?
- Is it possible to have a one-track shoo-fly?
- What about 280 highway route?
- 2 tracks above, 2 tracks below (2 tracks aerial, 2 tracks at-grade)
- Right of way not with Caltrain right of way
- Covered aerial with translucent glass to keep sound/noise from reverberating through neighborhoods
- Hat Trench concept. Tunnel with hat-trench above.

4. *Based on the options presented what would be your preferences?*

- *Green sticky dot: your preferred option*
- *Yellow sticky dot: your 2nd choice*
- *Red sticky dot: least favorite option*

See 8 ½" x 14" sheets from each group

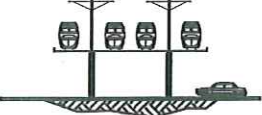
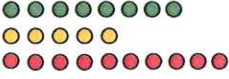


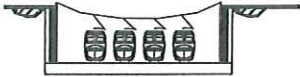

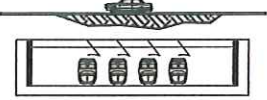
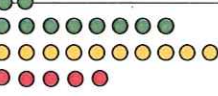
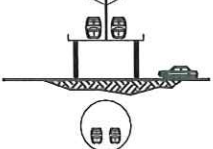
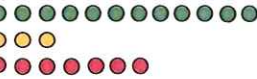
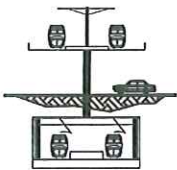

Additional Input

A workshop attendee sent a follow-up email requesting that the HSR Authority take another look at the 101/Altamont option, as it will be less expensive and much less invasive to residents and businesses.

Attachment B
Representative Configurations of Vertical Alignment Options Carried Forward
Community Input, May 11, 2010 Redwood City Community Workshop

Note: each participant was given three dots (one of each color) to represent:

- one green dot for preferred alignment
- one yellow dot for second choice alignment
- one red dot for least preferred alignment

OPTION (BASIC CONFIGURATIONS ONLY)	TOTAL, ALL GROUPS	INDIVIDUAL GROUP PREFERENCES	NOTES
<p>AERIAL VIADUCT HSR and Caltrain 4-track</p> 	<p>8 green 5 yellow 10 red</p>		<p>1 red dot placed on line between aerial and at-grade options</p>
<p>EXISTING CALTRAIN GRADE ("at-grade") 4-track</p> 	<p>0 green 0 yellow 1 red</p>		<p>1 red dot placed on line between aerial and at-grade options</p>
<p>OPEN TRENCH 4-track</p> 	<p>0 green 4 yellow 6 red</p>		<p>2 green dots placed on line between open trench and covered trench options</p>
<p>COVERED TRENCH HSR and Caltrain 4-track</p> 	<p>8 green 10 yellow 5 red</p>		<p>2 green dots placed on line between open trench and covered trench options</p>
<p>HSR DEEP TUNNEL Caltrain aerial, at grade, or trench</p> 	<p>12 green 3 yellow 7 red</p>		<p>Note: all people in Group 2 wanted trench/tunnel combination and no aerial or at-grade</p>
<p>HSR COVERED TRENCH Caltrain aerial</p> 	<p>0 green 7 yellow 1 red</p>		<p>This configuration was only included in Appendix C "Typical Cross Sections" of the AA Report, along with many other combinations of alternatives.</p>

Attachment C

Redwood City's questions and concerns related to the High Speed Rail Authority's Preliminary Alternatives Analysis Report

1. There is no alternative in the Preliminary AA Report showing Caltrain in a deep bore tunnel. Please state the reason for this. Was this alternative dismissed due to cost and station construction constraints, or for other reasons?
2. What are the advantages and disadvantages of covered trenches compared to tunnels? What are the criteria used to distinguish between the two? How does a covered trench compare to a deep tunnel, in terms of ventilation requirements (including length of the tunnel or trench)?
3. How do potential excavation depth and the construction cost of a stacked, cut and covered trench compare to a 2-track deep bore tunnel under a 2-track cut and covered trench? Would the lower two tracks in the stacked trench require the same ventilation/life/safety requirements of a deep tunnel? Please describe.
4. Please confirm the typical supporting column spacing and the beam depth-to-span ratio for the aerial viaduct option.
5. At Redwood Junction in Appendix Subsection 5.1, the Preliminary AA Report provides only for the at-grade option. If the tracks were depressed, how far would the elevation of the spur tracks have to be adjusted? Would this adjustment affect the right-of-way of the spur tracks and the neighborhoods which the spur tracks traverse? If the grade adjustment of the spur tracks can be achieved, can Caltrain tracks be depressed at this location?
6. Can HSR be located in a trench in Appendix Subsection 5.1? In terms of stitching, if HSR is in a trench at Appendix Subsection 5.2, what is the feasibility of placing it in a trench in Appendix Subsections 4C, 4D, and 5.1?
7. Appendix Subsection 4.3 indicates it is possible to depress Woodside Road to accommodate the elevated crossing at this location. This could result in enormous construction costs and community impact. Please provide construction cost estimates related to a potential Woodside Road underpass, and the anticipated impact to the community.
8. Please outline the pros and the cons of designing train tracks that are elevated above the existing Woodside Road overpass without depressing the roadway.
9. Please confirm whether four side-by-side tracks may be shared by HSR and Caltrain during normal operation.
10. What was the reason for eliminating a 4-track at-grade option in Appendix Subsection 4-3? Did this relate to the right-of-way required at the street crossing grade separations, the narrow track right-of-way itself, or other considerations?

11. The Preliminary AA Report states that right-of-way costs and utilities relocation costs are not reflected in the cost estimates. When will this cost data be available for review?
12. What width is required (permanent right-of-way easement and temporary construction easement) for four tracks side-by-side at grade, 4-track stacked trench, and 4-track side-by-side trench?
13. To minimize temporary construction easement, is it possible to provide only a single temporary track (shoofly) during construction for Caltrain operation? This would be limited to areas with physical constraints; please describe.
14. The track profile shows the portal's depth of 80'; is this due to the rule of thumb that provides for a one-tunnel diameter of cover when the boring machine begins?
15. Please confirm whether and how trenches can be constructed deep enough to accommodate existing creek crossings.
16. Please comment on the feasibility of constructing a trench under the SFPUC water transmission lines that cross the tracks near Redwood Junction.
17. Please confirm that utility crossing information for Redwood City has been received by the HSR team.
18. We understand that HSR staff commissioned a study comparing anticipated noise to be generated by HSR operations, and noise from the existing Caltrain operations. What is the status of this noise study?
19. Are parapet walls on viaducts being considered for shielding the operating noise generated by the HSR wheel/rail contact, what design(s) are being considered, and what percentage of the noise will be shielded?
20. Soil samples have been taken along the existing track; what are the results and conclusions of the soil tests, particularly relating to technical challenges and obstacles related to boring or trenching?
21. Please confirm whether preliminary operational analyses indicate a preference for Caltrain tracks being located to the west of HSR tracks (in the area north of Redwood City). If so, the Caltrain tracks must cross to the east side to join the Dumbarton and Seaport spur rails, since freight trains will share the Caltrain tracks. Can this crossing be done at grade or must it be grade separated?
22. Many community members have expressed a strong interest and desire for using the land above a deep tunnel or covered trench configuration for public access (pedestrian/bicycle paths, community gardens, construction of facilities/buildings, or other uses). Please comment and clarify whether, how, and for what purposes the land may be used.
23. Per our conversation with freight operators, a short-distance slope of 2% is feasible. Please comment, and clarify the maximum distance freight trains may operate at a 2% slope, and the maximum slope permitted for freight operation for a distance of 1,500'.

24. Please describe how the two freight spurs in Redwood City might “catch” the Caltrain tracks, if Caltrain is configured in a trench. How would this scenario be designed and constructed?
25. What criteria do you use to determine when the costs are too high?
26. The HSR Authority has indicated that local cost sharing may be requested. Please clarify.
27. Please clarify the financial relationship between HSR and Caltrain, particularly as it relates to deep tunnel.

Attachment D

From: Greg Greenway
Sent: Monday, June 14, 2010 5:12 PM
To: GRP-City Council
Cc: E&C-Chu Chang; MGR-Peter Ingram
Subject: High Speed Rail Comments

Dear Mayor Ira and Members of the City Council:

I am not able to attend tonight's meeting, so I would like to share some comments that I was planning to make in person on behalf of the business community.

Both Seaport Industrial Association (SIA) and the Redwood City/San Mateo County Chamber of Commerce have worked with City staff to understand and analyze the High Speed Rail (HSR) Alternatives Analysis, and both organizations have benefited from clear and cogent presentations by Chu Chang and Peter Vorametsanti. Additional freight rail stakeholders are scheduled to meet with staff this week. Based on my own participation in these forums, I would suggest that staff has done an excellent job of organizing and expressing the draft comments from the City to the California High Speed Rail Authority (CHSRA).

I would like to summarize the comments from SIA and the Chamber on the HSR Alternatives Analysis to emphasize areas of agreement with City staff's recommended comments.

From a freight rail perspective, SIA associates itself with the comments of the Peninsula Freight Rail Users Group (PFRUG), a coalition of freight rail customers, labor unions, business organizations, and port authorities on the Caltrain corridor. In order to maintain freight rail infrastructure and service on the Peninsula, we encourage the next version of the Alternatives Analysis to provide information on the following:

- How will freight trains access both sides of the tracks?
- How and where will the Caltrain tracks come to grade to access Redwood Junction, the spur to Seaport Blvd., and the spur to the Dumbarton line? The draft City letter raises legitimate questions about the feasibility of lowering the spur and the cost of changing the Woodside Road crossing. As a practical matter (UP's ownership of the spur, and the cost and disruption of reconstructing the Woodside Rd. crossing), these physical characteristics of eastern RWC suggest a solution in which the Caltrain line comes to grade at the Seaport/Dumbarton spur and passes under Woodside Road.
- How will alternative alignments impact the viability of the rail yard at RW Junction?

From a broader perspective, SIA supports the comments of the Chamber of Commerce. The Chamber's comments on the Alternatives Analysis can be summarized as follows:

1. Chamber Commitments

- Continued development of Caltrain as an effective and sustainable regional commuter rail system;
- Preservation of freight rail capacity and service on the Caltrain corridor;
- Successful development of Redwood City's downtown, consistent with the vision expressed in its Downtown Precise Plan.

2. Impact on Caltrain

How do the alignment alternatives affect future choices and options for Caltrain's regional commuter rail service? Under what conditions will HSR contribute financially to Caltrain electrification? (There are strong indications that the CHSRA would not contribute financially to Caltrain electrification under the deep bore alternative for HSR.)

3. Impact on Freight Rail

Track alignments must allow adequate space for freight rail yards and adequate connections from the main line to freight rail spurs, and the AA should study the impact of covered trenches on freight rail (i.e., the operational and cost considerations to allow freight trains to run in covered trenches).

4. Impact on Downtown Redwood City

Regarding optional station locations, local policy makers need more information to decide whether a possible HSR station would complement Redwood City's plans for its downtown. The processes around both kinds of decisions (station and track alignments) need to occur in tandem.

5. Alignment Alternatives in Redwood City

The Chamber believes that it is necessary to study a mix of solutions in different segments of Redwood City, described by City staff as a "stitched plan." The preferred alternative(s) should minimize impacts on adjacent properties, and vertical alignments should be considered (including stacked trench alignments, covered or uncovered). The preferred alternative(s) should maintain grade separations between tracks and roadways, and should avoid changes to existing roadway elevations at Main, Maple, and Chestnut streets. The Caltrain tracks should come to grade by Redwood Junction, and to allow freight trains to access Seaport Blvd. and commuter trains to access the Dumbarton line. The next version of the AA should make a realistic cost assessment of any changes to the crossing at Woodside Road, and CHSRA should consult with the City and the San Mateo County Transportation Authority to consider the implications of various track alignments at Woodside Road for the freeway interchange at Woodside Road/Highway 101.

6. Criteria for Evaluating Alternatives

Cost should not be the primary factor in sorting alternatives at this stage of the analysis. At the same time, CHSRA should offer some financial parameters for each segment of the corridor because most cities and communities perceive their choices on a segment-by-segment basis.

7. Decision Making Process and Public Outreach

As the planning process proceeds, the Chamber strongly encourages CHSRA to

emphasize meaningful and effective outreach to affected cities, stakeholders, and the public.

I would like to add some brief personal observations:

- Successful solutions are most likely if cities along the corridor (particularly adjacent cities) communicate effectively;
- Consider the economic advantages of covered trenches compared with open trenches;
- CHSRA is not likely to contribute to Caltrain infrastructure under a deep tunnel scenario;
- Grade separations will be required for an electrified Caltrain regardless of what happens with HSR.

I look forward to continued collaboration with the City to ensure that these major public works projects protect the local community while benefiting the region.

Sincerely,
Greg Greenway
Executive Director
Seaport Industrial Association
650.366.4163
seaportindustrial@yahoo.com

Attachment E

From: James Jonas

Sent: Tuesday, June 15, 2010 10:55 AM

To: council@redwoodcity.org

Cc: mail@redwoodcity.org

Subject: Comments by James Jonas on High-Speed Rail June 14th 2010 Agenda Item 7A

Redwood City, Council Meeting

June 14th, 2010

Agenda Item: 7A – High-Speed Rail

Comment by James Jonas, Redwood City

My name is James Jonas and I am a resident of Redwood City.

When I was growing up in Lafayette, California, I sat by and watched the creation of the BART system, with its lack of connectivity to the SFO, its failure to connect to the Peninsula and its many problems.

In early 2009, I attended a High Speed Rail presentation where I found no options that I liked. At-grade and Above-grade alternatives created sound/sight impacts. Tunnel options leave Caltrain and Freight where they are. U shaped four-track trenches divide our community.

In my written comment submitted to the CHSRA in April 2009, I recommend a different Alignment Alternative. A Dual Stack,

cut/cover trench/tunnel, with Caltrain and Freight in the top box and High-Speed Rail in the bottom box.

The advantage of this option was that high-speed rail was out of sight, in a tunnel. Caltrain and Freight moved below grade, which means our neighborhoods are quieter. The top trench can be open or closed to provide Freight ventilation and the covered trench may be repurposed for into parks, bike lanes, buildings. Finally, it provides a nice skinny profile, with a Right-of-Way after construction of about 67 feet. The name I gave this option was **HatTrench**.

For the last few weeks I have been attending High-Speed Rail community meetings throughout the Peninsula. In Burlingame half of the citizen groups attending that meeting endorsed the HatTrench option. In San Mateo, five out of five citizen teams which could endorse this option did so. In Menlo Park, the High Speed Rail Authority amended their slides, changing the minimum width of tunnel and trench to 67 feet. Now, in Redwood City you see HatTrench as the “Stacked” option in the packet before you now.

Now, you see, I created a bit of a challenge. How to make the HatTrench project cost a bit more affordable?

Here are four cost saving ideas which I gathered while visiting other city High-Speed Rail Community Workshops.

First,

Single Track Shoo Fly

What is the level of service which may be provided given single track shoo-fly with two tracks at the stations?

Second,

Two-Track – Shared Track

What is the level of service which may be provided given building of only two (versus four) shared tracks for Caltrain, High-Speed Rail and Freight, with four tracks at the station.

Third,

Two-Track – Two Step

Given a Two-Track Shared track scenario, how may we stage the project with only two tracks built now and a second set of tracks being built later.

And Fourth,

BART Below

What about building the upper box for High Speed Rail and dedicating the lower section for BART, sometime down the road? San Jose and Santa Clara are spending \$6 billion for 16 miles. Let's look at partnering with BART to create a Milbrae to Santa Clara Peninsula extension. Combining BART and HSR may even cost less than, well let me use some fancy math, the \$12 billion

estimated for the 32 miles along the Peninsula if BART were to built the system on their own.

I do believe that together as a community we can create a better solution for High-Speed Rail. I would like to thank you for your time.