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September 16, 2010

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

Dear Mr. Doty,

Redwood City hereby formally requests that the California High Speed Rail Authority (CHSRA) study additional alignments for Redwood City in its design process, including the EIR process. A study of additional alignments as outlined below is not only reasonable, it is necessary for our community in order to maintain the practical and realistic viewpoint we have so far consistently displayed in our dealings with the CHSRA.

In the CHSRA's *Supplemental Alternatives Analysis Report for the San Francisco to San Jose Section* dated August 2010, only one option (aerial alignment) is shown for Redwood City in Design Options A, B, and B1. In addition to an aerial alignment, Redwood City requests that the CHSRA study and carry forward alignments that are predominantly below grade, including a combination of open and covered trenches, in Redwood City Design Options B and B1. It is our understanding that a transition from an aerial to a below-grade alignment between San Carlos and Redwood City was previously not considered on the basis of slope, but that now, given the revised maximum slope allowance of 2%, a below-grade alignment in Redwood City is indeed technically feasible. We feel therefore that the CHSRA is in effect obligated to provide an analysis of this option. Also, for the purposes of further study and analysis of a trench option in Redwood City, please reconsider the vertical profile feasibility, both with and without the assumptions relating to clearance constraints at Cordilleras Creek and Whipple Avenue (as described in Note 4C-1 on page 4-36 of the Preliminary Alternatives Analysis Report), including how the constraints may or may not impact a transition to a below-grade alignment after (south of) Cordilleras Creek.

More information is needed for our community and policy makers, so we are also asking that the CHSRA further identify and compare the differences between aerial and below-grade designs in terms of issues, concerns, technical considerations, relevant limitations, benefits, community integrity, and costs, beyond the preliminary information already provided by the CHSRA. Socio-economic factors must be considered with respect to Redwood City's population, in addition to physical impacts and the physical environment. The cost analysis should contain a comparison of both the expenses and benefits of each option, including the following: construction impacts, community benefits and impacts, business development, and long-term land use opportunities such as the potential reclamation of land in the corridor

that could be utilized for a variety of land uses (e.g. revenue-generating uses, public space, and other uses).

We also believe it is crucial to see visual representations (e.g. sketches, renderings, schematics, or other graphical representations) that contain sufficient detail and engineering input to provide a realistic concept of each alignment. The purpose of each representation is to enable the community to understand and visualize each option in terms of height (including all overhead lines and poles, and catenary wires), width, support columns, and all other visual aspects. If story poles or other physical representations are being considered, we would like to know how and when they will be implemented so that installation can be coordinated. We also anticipate that the EIR will provide further details about sound levels, wind effects, and vibration to ensure that all components of each option are well understood.

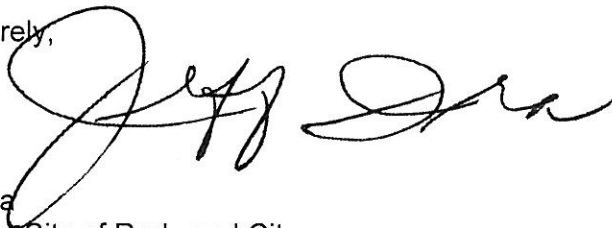
We further ask that the CHSRA consider and evaluate innovative alternatives for providing transit service for commuters during the construction period, in order to limit the construction right-of-way impacts, reduce construction costs (e.g. eliminate the need for a rail bypass during construction), shorten the construction time period, and enhance construction safety. As part of this alternatives analysis, please consider options for temporarily suspending Caltrain service and providing an alternative transit mode.

Redwood City remains willing to work with the CHSRA to find the best solution for our community, local businesses, and transit users. We are engaging the services of a consulting firm to examine the implications of various alignments and of a downtown station, in order to:

1. understand and help visualize the scale of the high-speed train infrastructure within Redwood City's downtown context,
2. outline the implications – in the form of pros and cons – for the trench and aerial structure options for the Redwood City segment, and
3. analyze the potential economic and land use impacts of a high-speed rail station to determine whether Redwood City should consider hosting a downtown station.

We look forward to receiving your response on all requests listed above, and we offer our assistance to further define any of these items to ensure that the high-speed train serves its intended purpose, from all perspectives.

Sincerely,



Jeff Ira
Mayor, City of Redwood City

- c: Board of Directors, California High-Speed Rail Authority
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