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CITY OF REDWOOD CITY
ENGINEERING & CONSTRUCTION

PRP-1802-LTO-RWC-001

September 16, 2010

Honorable Jeff Ira
Mayor
Redwood City
City Hall
1017 Middlefield Road
Redwood City, CA 94063

Subject: Release process of CHSRA's Supplemental Alternatives Analysis Report

Dear Mayor Ira,

I am writing in response to your letter dated August 16, 2010. I wanted to clarify the technical considerations that drove the alternatives analysis process, and ask for your further commitment to working together toward the best solutions for Redwood City and the greater community.

As you are aware, the California High Speed Rail Authority is currently undergoing a preliminary engineering and environmental review process. In order to strengthen that work, we have instituted a robust outreach process to engage a wide range of stakeholders in early development and refinement of the project. I want to thank you for Redwood City's dedicated participation in that process through the Policymaker Working Group, the Technical Working Group, and through regular 'office hour' working sessions with your staff. Redwood City has been an active partner in the progress that we have made so far and I appreciate your vision for a Peninsula well served by transit and the leadership that you and your community have offered on this project.

As a part of that analysis, we have analyzed a set of alternatives as well as the constraints that exist in along the corridor. There are some technical factors that drove the decision making in Redwood City, for example at the Cordilleras Creek (to avoid conflicts with creek, transition to trench would not occur until south of creek causing conflicts with Whipple Ave), managing horizontal curve and spirals at Cordilleras Creek (avoiding vertical curves in horizontal curves and spirals limits location of vertical curve to transition to trench) and Whipple Avenue (avoiding conflicts with road causes conflicts at Cordilleras Creek). Some of these constraints represent previous feedback from Redwood City. The challenge that this collection of constraints presented was noted in the Preliminary Alternatives Analysis (page 4-36, Note 4C-1).

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Since the publication of the Supplemental Alternatives Analysis in early August, we have met with representatives from the City in various forums on about five occasions. We now understand that some of these constraints may not be as critical, and are working with your staff to test the assumptions, and evaluate whether a change in those constraints would change the alternatives under consideration.

Redwood City is a major connection point for the multiple rail operators that service the Peninsula, and as such it is both critically important to the success of the overall transportation network, and extremely complicated from a technical perspective. I hope that I can continue to count on your partnership to work together to address the concerns in your letter, find a mutual understanding of the possibilities for Redwood City, and identify solutions that meet both community and technical needs. I am, as always, available to address questions and concerns, and am committed to working with you to finding the optimal solution.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Doty".

Robert Doty
Director
Peninsula Rail Program

CC: Board of Directors, California High Speed Rail Authority
Michael Scanlon, Peninsula Corridor Joint Powers Board
City Council, Redwood City
Peter Ingram, City Manager, Redwood City
Pamela Thompson, City Attorney, Redwood City
Silvia Vonderlinden, City Clerk, Redwood City
Chu Chang, Director of Building, Infrastructure, and Transportation Department,
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