

2016 Business Plan RECORD DETAIL

Submission Date : 4/20/2016
Submission Method : Letter
First Name : Emily@DOT
Last Name : Burstein
Stakeholder Comments/Issues : To Whom it my concern:

Please see the attached letter with Caltrans Division of Rail and Mass Transportation comments on the 2016 CHSR Draft Business Plan. Thank you for the opportunity to comment. A signed letter will follow.

Notes :

Attachments : caltrans DRMTcomment.pdf (103 kb)

Mr./Ms./Honorable Name

Date

Page 2

3. We suggest that in the Business Plan and Technical Supporting documents, that instead of referring to Amtrak, the specific Amtrak route should be mentioned. (More detail provided below for the Business Plan in the "Page Specific Comments.")
4. We suggest some discussion on the interrelationship between the High Speed Rail (HSR) system and the class I freight railroads.
5. References in the Business Plan to the Attachments to the Plan would be a great help. There are few references to the accompanying documents.
6. Graphics on Exhibits could be improved. The contrasting blue colors mask the text in them and the use of the color yellow with white lettering is difficult to read.

Page Specific Comments:

1. p. 26: In the discussion on the 2018 California State Rail Plan under the header "Community Benefits: Transforming Cities, Statewide Rail Modernization", line 12, we recommend "...integrated **rail and transit** network..." instead of "...integrated **transit and rail** network..." as the primary emphasis is on the rail network with some key urban rail transit connections included.
2. p. 47: Capitol Corridor, a State supported corridor should be specifically mentioned (instead of Amtrak) in the list of connections.
3. p. 48: Nation's second busiest Amtrak line should be identified as the Pacific Surfliner Corridor.
4. p. 49-50: Mention Pacific Surfliner route (vs Amtrak) in the Rosecrans/Marquardt grade separation discussion.
5. p. 50: Caltrans should be included in the list of partners for the Rosecrans/Marquardt grade separation project.

Thank you for consideration of these comments. If you have any questions, please contact Emily Burstein, Office Chief, at (916) 654-6932 or by e-mail sent to emily.burstein@dot.ca.gov.

Sincerely,

BRUCE ROBERTS, Chief
Division of Rail and Mass Transportation

2016 Business Plan RECORD DETAIL

Submission Date : 4/22/2016

Submission Method : Letter

First Name : Richard

Last Name : Cline

Stakeholder Comments/Issues :

Notes :

Attachments : Menlo_Park_Biz_plan_042216.pdf (1 mb)



April 13, 2016

Mr. Jeff Morales, CEO
Attn: Draft 2016 Business Plan
California High-Speed Rail Authority
770 L Street, Suite 620 MS-1
Sacramento CA 95814

RE: Comments of the Draft 2016 Business Plan

Dear Mr. Morales,

I am writing to submit the City of Menlo Park's comments on the Draft 2016 Business Plan for High Speed Rail (HSR).

The City would like to take this opportunity to reiterate its current position on the HSR project. Enclosed is a copy of the City's current Rail Policy. The City supports the "blended system" proposal for the San Francisco and San Jose segment outlined in the Memorandum of Understanding (MOU) between the Metropolitan Transportation Commission (MTC), the Peninsula Corridor Joint Powers Board (Caltrain), the California High-Speed Rail Authority (CHSRA), the San Mateo County Transportation Authority, the Santa Clara Valley Transportation Authority, the Transbay Joint Powers Authority, the City of San Jose, the City and County of San Francisco, and the San Francisco County Transportation Authority as approved by the CHSRA Board in April 2012.

We are opposed to any elimination of California Environmental Quality Act (CEQA) for the HSR environmental review process. Given the current anticipated schedule shown in the Business Plan, environmental clearance for the San Francisco to San Jose segment is shown to be completed in 2017. The schedule should be developed to ensure sufficient time and input from potentially affected stakeholders.

The City is also opposed to the addition of a third passing track along the rail line through Menlo Park. The City requests that the CHSRA outreach and engage with the City to review passing track options within the City as the environmental review proceeds.

Additionally, the CHSRA has identified a limited amount of funding in the Business Plan for potential mitigation measures and local system improvements for at-grade

crossings, including grade separations and quad gates. The City is currently completing a Project Study Report (PSR) for grade separation alternatives for Ravenswood Avenue. As part of that study, the City will also be considering implications for the other three grade crossings along this rail corridor within the City limits.

The City will continue participating in the business plan and future environmental review process to review any impacts and proposed mitigation measures within Menlo Park. The City expects these issues to be resolved and further information provided to allow the City of Menlo Park to make an informed opinion of the project.

If you have any questions, please contact Nikki Nagaya, Transportation Manager, at 650-330-6781 or nhnagaya@menlopark.org.

Sincerely,

A handwritten signature in black ink, appearing to read 'Richard Cline', with a stylized flourish at the end.

Richard Cline, Mayor

Enclosure: Menlo Park Rail Policy

**City of Menlo Park
City Council Rail Subcommittee
Mission Statement**

The City Council Rail Subcommittee will advocate for ways to reduce the negative impacts and enhance the benefits of Rail in Menlo Park. The Subcommittee will ensure all voices are heard and that thoughtful ideas are generated and alternatives vetted. It will collaborate with other local and regional jurisdictions in support of regional consensus of matters of common interest related to Rail. Additionally, the subcommittee will support City Council planning efforts and decision making on Rail-related issues with information, research and other expertise.

City of Menlo Park Statement of Principles for Rail

The City of Menlo Park City Council Rail Subcommittee works to protect and enhance the character of Menlo Park and the community's economic vitality while supporting the conditions needed to maximize the local benefits and the long-term potential of rail.

- The character of Menlo Park includes:
 - Our connected, walkable, bikeable, safe and accessible neighborhoods, parks, commercial areas and civic center
 - Our vision and specific plan for the downtown and El Camino Real including improved east-west mobility for all modes of travel

- The community's economic vitality includes:
 - The continued success of our small and large businesses
 - The maintenance of our property values
 - Rail agencies responsibly mitigating impacts of rail, including but not limited to, HSR, Caltrain, and freight

- The conditions needed to maximize the long-term potential of the City's rail corridor include:
 - Improvements to east/west connectivity; rail unifies rather than divides
 - Improvements to local transit
 - The negative physical and social impacts of rail are minimized and the positive impacts are enhanced by using context sensitive design solutions
 - Consider all reasonable alternatives including those discussed previously by Menlo Park

Implied "decision criteria" from these principles might include:

- Does the alternative protect or enhance connectivity to additional modes of travel/ accessibility to city locations?
- Does the alternative protect or enhance walk-ability?
- Does the alternative protect or enhance bike-ability?
- Does the alternative protect or enhance the economic vitality of businesses?
- Does the alternative protect or enhance property values?
- Does the alternative align with/support the El Camino Real/ Downtown Specific Plan?
- Does the alternative protect or enhance local transit opportunities?
- Does the alternative enhance the level of transit service?

City of Menlo Park Council Position Summary

The following bullet points clarify the Council's position on high speed rail on the Caltrain corridor through Menlo Park.

- The City opposes any elimination of any part of CEQA for the High Speed Rail Project environmental process.
- The high speed rail within Menlo Park should be either in a two-track envelope system, and stay within the existing Caltrain right-of-way (with very minor exceptions, and in very limited locations)
- No Environmental Impact Report should go forward which increases it beyond two tracks in Menlo Park
- City is interested in positive train control and alternative propulsion systems as an early investment project to increase regional mobility and local train service. We are in favor of positive train control and electrification, provided they increase train service at or beyond 2005 levels at the Menlo Park Caltrain Station.
- The City approves of a blended system but opposes passing tracks located in Menlo Park
- The City is interested in quiet zones for the rail corridor in Menlo Park
- Our strategy is to work cooperatively with the blended system planning efforts while preventing an at-grade or elevated 4 track system through Menlo Park.

CALIFORNIA OVERNIGHT

800-334-5000

4/22/2016

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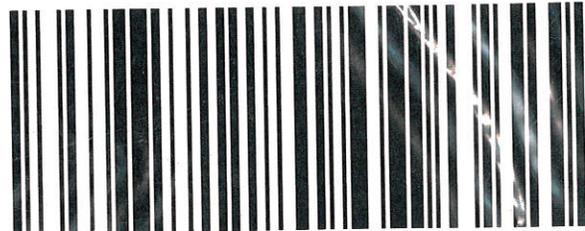
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JEFF MORALES

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2016 Business Plan RECORD DETAIL

Submission Date : 4/19/2016
Submission Method : Letter
First Name : Perry
Last Name : Woodward
Stakeholder Comments/Issues :
Notes :
Attachments : Gilroy_041916.pdf (430 kb)



City of Gilroy

Mayor's Office

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Perry Woodward, Mayor
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April 19, 2016

Mr. Dan Richard, Chair and Board of Directors
California High-Speed Rail Authority
770 L Street, Suite 1160
Sacramento, CA 95814

Subject: Draft 2016 Business Plan

Dear Mr. Richard and the Board of Directors:

Thank you for the opportunity to review and comment on the Authority's Draft 2016 Business Plan. The Gilroy City Council recognizes the challenges faced by the Authority and supports its strategic approach to addressing them, as outlined in the Draft Plan. We support the Authority's goal of providing service as soon as possible and agree that construction of facilities between San Jose and the Central Valley is the logical way of achieving that goal. The additional commitment to complete the Caltrain modernization program/electrification project is a logical companion project which will offer significant benefits for both the Bay Area and Central Valley. However, to fully realize these benefits, we believe the electrification project must be extended the full length of Caltrain service to Gilroy. The City also appreciates the Authority's efforts to maximize the use of state and federal funds for the project in order to deliver service at the lowest possible cost.

The City is currently working with Authority staff to plan for high-speed rail service in Gilroy. We appreciate the coordination and cooperation of your staff and believe that our positive working relationship will result in high quality, well-integrated facilities for the Gilroy community and surrounding region. The focus of those facilities and service will be the planned Gilroy station. We believe it is critical for complete station facilities to be developed and operational in our community at the time high-speed rail service to the Central Valley is commenced, with our consistent preference for a station located in Downtown Gilroy.

Again, thank you for the opportunity to comment on the Authority's Draft Business Plan. Please contact Gabriel Gonzalez, our City Administrator, at (408) 846-0202 or Gabriel.Gonzalez@ci.gilroy.ca.us should you have any questions about these comments.

Sincerely,

Perry Woodward
Mayor

C: Gabriel Gonzalez, City Administrator