



The City of Burlingame

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June 25, 2010

California High Speed Rail Authority
Attn: Roeloff van Ark, Chief Executive Officer
925 L Street, Suite 1425
Sacramento, CA 95814

Subject: City of Burlingame Comments on the High Speed Rail Preliminary Alternatives Analysis Report dated April 8, 2010

Dear Mr. Van Ark:

The City of Burlingame appreciates the opportunity to provide comments on the High Speed Rail Preliminary Alternatives Analysis (AA). The attached summary represents the City of Burlingame's detailed input on the Preliminary AA being considered by the California High Speed Rail Authority (CHSRA).

After spending hundreds of hours as a community reviewing the different alternatives for high speed rail through the City of Burlingame, as presented by the CHSRA, we have concluded that any form of elevated structure, including an aerial viaduct, would have substantial negative impacts upon our community that cannot be adequately mitigated. Therefore, the Burlingame City Council unanimously agrees and resolves as follows:

- The City strongly opposes any form of an elevated alignment through Burlingame including an aerial viaduct.
- The City strongly supports an underground alternative for both high speed rail and Caltrain through Burlingame.
- The City prefers the deep tunnel alternative, which was not carried forward for unsubstantiated reasons. Our city's second choice is the cut-and-cover alternative.

The CHSRA's report presents no compelling reasons why two alternate route options were not considered which would have far fewer negative impacts upon local communities: (1) running high speed rail along the Highway 101 corridor and (2) ending service in San Jose and connecting to an electrified and accelerated Caltrain.

In addition, given the numerous contentious and complex construction issues presented up and down the Peninsula, we support a phased approach for the San Francisco-San Jose project.

Sincerely,

Cathy Baylock Terry Nagel Jerry Deal Ann Keighran Michael Brownrigg

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Mayor Vice Mayor Councilmember Councilmember Councilmember

Enclosures: Community Facilities, Potential Sensitive Receptors

cc: High Speed Rail Authority Board Members
Dan Leavitt, Director CHSRA
State Senator Joe Simitian
State Senator Leland Yee
Congresswoman Jackie Speier
Congresswoman Anna Eshoo
Bob Doty, Peninsula Rail Program
Michael Scanlon, Executive Director of SAMTRANS
City Manager, Public Works Director, Director of Community Planning, City Attorney

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AA 6-21-10 (version 4).doc

**CITY OF BURLINGAME SUMMARY COMMENTS
ON THE HIGH SPEED RAIL PRELIMINARY ALTERNATIVES ANALYSIS REPORT**

Dated April 8, 2010

The City of Burlingame appreciates the opportunity to provide comments on the High Speed Rail Preliminary Alternatives Analysis (AA) dated April 8, 2010. The City has reviewed the (AA) Report and has continued concerns regarding the project's adverse impacts on our community. Over the last year, the City has held numerous public meetings to educate the community regarding the project and to obtain their input. In addition, the City employed an independent engineering expert for reviewing the HSR alternatives. The City comments are based on the engineering review as well as concerns expressed by hundreds of residents at several public meetings including an Open House on April 19, 2010 and public workshop on May 12, 2010 held by the Peninsula Rail Program and HSR Authority staff.

The City understands that the AA provides basic conceptual level engineering information regarding project alternatives; however, the City believes that it lacks significant key information on several issues. These issues need to be comprehensively studied and understood prior to eliminating and carrying forward alternatives. The major issues are as follows:

- A deep underground tunnel is preemptively eliminated for the City of Burlingame and no reasons are provided as to why it is not considered; in particular no data is presented that suggests a deep tunnel in Burlingame is not feasible.
- Any information on why Alternate Routes such as U.S. highway 101 or stopping in San Jose are not considered is brief and inadequate.
- Existing and projected noise and vibration levels and their impacts to properties and sensitive receptors are not shown. Impacts from noise are indicated up to 300 feet and vibration only up to 200 feet from the corridor.
- Visual/Aesthetics impacts are not discussed adequately and are shown only for properties directly adjacent to the corridor.
- Cost estimates do not include right of way, construction easements, economic impacts as well as costs associated with maintaining Caltrain operations during construction. True project costs may be significantly more than estimated at this time.
- The construction timing of each alternative and its impact to the community from noise, dust, construction operations, staging, community disruption, road closures, and impacts to the businesses are not included.
- Impacts to historic resources such as trees, train station buildings, designated historic structures, and City utilities are not adequately evaluated.
- Details of how Caltrain service will be maintained during construction and impacts to train station platforms during construction are not evaluated in the report.
- Potential impacts from the contaminated soil exposure during construction and its handling are not adequately explained.
- The challenges of operating freight during and after construction, particularly in a covered trench are not explained. There should be a study on the possibility of converting the diesel freight to an electric system for the San Jose to San Francisco segment.
- Although the AA provides general idea of right of way requirements and general sketches, it does not show any three dimensional graphics or animation renderings of the project alternatives through the City.
- Potential impacts to the Caltrain baby bullet service as a result of the new High Speed Rail (HSR) and its impact on Caltrain revenues is not disclosed.

In addition, the City has prepared the following detailed comments concerning the project impacts and requests that these be comprehensively studied including review time for further City comments.

Route Alternatives:

Termination in San Jose - The AA does not provide satisfactory information regarding the option of terminating HSR in San Jose or Union City and utilizing existing or improved train systems as connectors to the greater Bay Area. At these locations there are existing transportation infrastructure with time coordinated connections to regional rail systems such as BART and Caltrain. These trains can run at similar speeds to the current trains on the same number of tracks. This route alternative could significantly reduce the impacts on the Peninsula, while still providing a way to serve HSR. In addition the use of an existing Caltrain modified baby bullet service to serve as a HSR connector between San Jose and San Francisco may reduce impacts to all the Peninsula communities and save significant costs to the CHSRA.

Highway 101 and / or 280 - The US Highway 101 and/or 280 corridors should be adequately reviewed for HSR through the Peninsula. These existing transportation corridors are already part of the Peninsula infrastructure and would accommodate train service without impacting neighborhoods and businesses. This needs to be thoroughly reviewed and considered as part of the Route Alternatives selection through the supplemental AA and EIR process.

Deep Underground Tunnel:

The AA does not include the study of a deep underground tunnel through the City of Burlingame. The City believes that this alternative should be thoroughly studied and its advantages as well as disadvantages included in the document. The City believes that pre-emptively removing this alternative from consideration would yield to an unfair assessment of alternatives prior to evaluating and comparing its pros and cons to other alternatives. The City requests that the rail line be in a deep tunnel to reduce the impacts on the community. Placing the rail line underground will significantly diminish the visual impacts and prevent the divide of the City. This option would significantly reduce and/or eliminate many of the impacts associated with the use of the Caltrain railroad alignment. A deep tunnel option could also be constructed in specific areas of greatest impact such as narrow right-of-ways from North Lane to Peninsula Avenue. This will greatly reduce impacts to the character of our downtown while meeting the goals of the HSR. With respect to financial feasibility, the right of way above the system could be redeveloped and or leased to help offset the costs with this option.

Covered Trench (Cut and Cover):

This trench option would minimize the visual impacts as well as impacts from noise and vibration but could create right-of-way impacts between North Lane and Peninsula Avenue. With a restricted right-of-way width of 75 feet in this area, construction easements will require property takings and long term economic impacts to local businesses. The AA does not provide details of how this method can be implemented with least impacts to the community. Also, the AA does not provide the construction time period and associated impacts. There may be redevelopment opportunities along the corridor with this option that can help defray some of the costs. Please explain in detail all impacts and costs including construction requirements to build this alternative in the City of Burlingame.

Open Trench:

This option appears to somewhat reduce the impacts of a visual divide as compared to an elevated structure and may reduce noise and vibration to certain extent. But, this option presents a major concern to the City in that it causes a tremendous impact during and after construction on City's storm drainage system, creeks, retention basins, sanitary sewer system and water mains. The AA does not provide details of how this method can be implemented with the least impacts to the City. Similar to

other options studied, the AA does not provide the construction time period and associated impacts. Please explain in detail all impacts including construction requirements to build this alternative in the City of Burlingame.

Aerial Viaduct:

The proposed aerial viaduct would divide the residential neighborhoods in the City. Essentially one-quarter of our population lives east of the rail line and the HSR improvements could adversely divide our city in two. The train noise from the elevated structure (as opposed to an underground alternative) would travel farther and affect many sensitive receptors including residences, medical facilities, parks, senior/recreation facilities and several schools. The City believes that an elevated structure would negatively impact the character of the residential neighborhoods along the railroad corridor and will diminish the desirability of living close to the railroad corridor resulting in decreased property values. Based on several public meetings and workshops, the community is strongly opposed to any elevated option and prefers an underground solution. For the above reasons, **the City of Burlingame does not support any elevated structure option including but not limited to an Aerial Viaduct.**

Underground Stacked Alternative:

The AA document shows picture of the underground stacked alternative but does not explain how it would be constructed while maintaining Caltrain operations. Based on a preliminary review, the stacked alternative shown appears to require less right-of-way compared to 4-track Aerial and underground open / covered trench options. However in order to maintain Caltrain operations the stacked alternative would require additional right-of-way increasing the right-of-way width requirements which would severely impact several businesses and Auto dealerships. Please evaluate this option to determine whether it addresses the City's concerns of noise, vibration, aesthetics, visual and property impacts.

Right of Way Impacts:

Property Takings – Although, the AA provides conceptual information regarding the right-of-way needs for various types of alignment options, it does not provide details regarding which properties will be required for eminent domain, temporary construction easements, road closures, etc. The AA should be revised to identify properties impacted by each alternative and the associated costs as well as timing for each alternative.

Property Impacts -The AA briefly indicates impacts to properties immediately adjacent to the railroad corridor. The impacts due to the HSR system such as noise, vibration, and aesthetics will have a much wider reach and effect on properties and sensitive receptors farther from the corridor. The AA should clearly evaluate the impacts to properties much farther, and at least two miles from the railroad corridor for all HSR options.

Loss of Property Values – The AA does not identify potential loss of value to properties along the corridor due to noise, vibration, visually unaesthetic berm, retaining walls and/or an aerial viaduct. The AA should thoroughly study these impacts to property ownership including loss of values, reduction in property taxes as well as its impact to local government services for each alternative. A comprehensive economic impact study should be conducted for each alternative to obtain the true financial burden imposed on the community by the project alternatives.

Noise and Vibration Impacts:

The AA does not provide the current and projected noise and vibration levels for each alternative. The report includes the properties only up to 300' from the railroad corridor for noise impacts and up to 200' for vibration impacts. Past history of train systems in the nation suggests that train noise

would typically travel much farther and impact much wider area. The report does not provide reasons for setting 300 and 200 foot limits to determine these impacts. Noise and vibration levels should be identified for existing and proposed conditions for each option and for each property identified as a Sensitive Receptor in the map previously provided by the City. The noise/vibration projection analysis should show existing and projected levels at 100', 200', 500' and 1000' from the railroad corridor for each project alternative. Mitigation measures for noise and/or vibration impacts should not create other impacts such as construction of a sound wall that adversely impact the aesthetics of the City and the community.

Visual and Aesthetic Impacts:

The AA report does not adequately identify the visual and aesthetics impacts of the project alternatives and only considers properties adjacent to the railroad corridor for visual impacts. The visual impacts should be comprehensively studied and depicted through graphical renderings of the actual site locations with current and proposed alternatives. The City of Burlingame believes that above ground alternatives would result in significant visual impacts and would negatively affect the characteristics of our neighborhoods along the railroad corridor.

How will graffiti and property damages to new construction be managed within the railroad corridor? The City does not have the resources or responsibility to maintain this property. It can become an on-going issue that needs to be addressed with each alternative. Please discuss for each option and especially the aerial viaduct.

Construction Impacts to Residents, Schools and Businesses:

The AA does not provide information on the length of construction periods for each of the alternatives and does not adequately identify the sensitive receptors including schools, hospitals and other environmentally sensitive properties that may be impacted by construction. The alternatives study should identify and mitigate all potential construction impacts to the residents, schools, hospitals, and businesses in the City. Each alternative should identify the details of project construction noise and disruption including right-of-way issues, traffic circulation, business and economic impacts, and environmental issues with potentially 4 – 7 years of construction. Residents, businesses and emergency services such as Police, Fire and Medical services heavily depend on the existing railroad crossings for emergency access. Emergency response delays will impact health and safety issues for all residents. These railroad crossings must remain open to the public throughout the project construction period. Also construction staging areas are not identified to demonstrate how and where construction materials will be stored and transported during all phases of construction for each alternative.

In addition, the report shall include the potential loss of revenue to the businesses due to the project construction activities and explain how the project would address such impacts.

Construction Impacts to existing Caltrain Service:

The AA does not provide details about how the project can be constructed while maintaining Caltrain operations. The AA should demonstrate by engineering studies how the HSR can be built while maintaining and enhancing existing Caltrain service. Residents depend on Caltrain service for transportation to and from work and other activities. This service shall not be interrupted but maintained at all times during construction.

The AA should consider how additional side tracks will be used to divert existing rail service during construction. Where and how will temporary shoo-fly tracks be used for phasing construction? Will there be a permanent shoo-fly line in the City of Burlingame at completion of Caltrain and the high speed rail improvements? What are the right-of-way and property requirements to construct the tracks?

Utility Impacts:

Major utility lines currently cross the railroad corridor throughout the city. They include gravity storm drains and culverts, water lines, sewer mains, signal conduits, and street lights. The City has provided detailed information on all the existing utilities crossing the railroad right-of-way. This information was not reflected in the AA report. It does not adequately identify all utilities crossing the railroad tracks that may be impacted by the project. The report should identify the utilities in conflict, and identify appropriate mitigation measures acceptable to the City of Burlingame Public Works Department during and after construction. No City utility and roadway structure must be modified or relocated without an approved Public Works Department Encroachment permit.

In addition, a portion of the railroad corridor carries storm water from seven watersheds including Easton, Mills, El Portal, Burlingame, Ralston, Terrace and Sanchez Creeks. The railroad right-of-way acts as a detention basin during heavy rains and high tides. The proposed project may significantly upset the drainage capacity of the system, and compromise flood protection to the community. The storm drain system must be thoroughly studied with hydraulic calculations for each alternative, to address and avoid impacts.

Caltrain Service:

Current level of transit service - The AA assumes two tracks for the HSR that would be shared with Caltrain express service and two tracks for Caltrain local service and freight. A recent study on another section of the HSR project indicated that the HSR tracks could not be shared by another train service. If this is ultimately determined to be true for the Peninsula corridor, Caltrain service would be directly affected and its level of service would be diminished. The current number of tracks for the Peninsula has not been clearly analyzed including the level of service for Caltrain. A study that clearly identifies the required number of tracks for each system and whether the HSR system can share tracks with Caltrain, given safety consideration and other factors, needs to be included for each alternative.

How will the Caltrain operations be maintained during and after construction? Will the baby bullet service be compromised with the new High Speed Rail service? Caltrain is the regional transit system for reducing traffic congestion on the Peninsula and cannot be put in jeopardy to construct the High Speed Train. It is important to spend the relatively few dollars available on electrifying Caltrain before adding another system such as the High Speed Train. Show in detail how the two services will operate with the same level of service during and after construction.

Restoration of Broadway Station - The AA does not discuss the details of Broadway station restoration and how it would be impacted by the proposed alternatives. Improved local Caltrain service and the full service at the Broadway station during weekdays and weekends should be part of any selected alternative.

Freight:

The freight operations during the project construction and for each of the alternatives are not discussed in the AA. Burlingame is concerned about freight traffic using the existing Caltrain rail line. Since the rail lines will be grade separated, which allows for faster train times and reduced vehicle and pedestrian conflicts, the lines could be suited for freight. This may lead to increased freight traffic on rail lines that currently have minimal freight use. The potential increase in freight will increase noise and vibration impacts to adjacent residential neighborhoods in Burlingame. These potential impacts should be included in each alternative analysis.

Also freight currently requires diesel locomotives which may restrict the development of certain alternatives preferred by the City of Burlingame. Converting freight service to an electrified line for San Jose to San Francisco segment would reduce costs and environmental impacts to the project.

Community Disruption:

The current AA report does not provide details regarding the project's construction impacts and disruption to the community. The City is concerned about the construction impacts on the community related to noise, dust pollution, traffic circulation and access to properties, parking, construction staging and roadway closures. These should be comprehensively identified and addressed for each alternative.

Project Costs:

The project costs shown in the AA do not include the right-of-way, construction easements, difficulty in dealing with Caltrain operations, construction staging and impacts to the community. In addition, there is a significant difference in the costs that the City estimated and the AA document as shown below.

Source	Aerial	Trench	Cut & Cover/Subway
HSR Alternatives Report	\$203 million	\$565 million	\$1,282 million
Independent Analysis	\$320 - \$370 million	\$920 - \$1,040 million	\$1,200 - \$1,300 million

The costs shown in the AA are significantly lower for the Aerial Viaduct and Open Trench. Please explain the reasons for this cost difference. Also, please clarify whether the cost estimate for the Aerial Viaduct is for two tracks or four tracks. An independent cost analysis shows that the open trench and covered trench options are relatively similar as shown above. The City believes that an underground subway option minimizes impacts and also provides an opportunity to reclaim the right of way for redevelopment purposes which may help offset the increased costs.

Hazardous Materials:

Soil Contamination – The AA document briefly discusses the issues associated with the soil contamination, however it does not provide details. The City is concerned about the documented arsenic found in the soil at Burlingame High School adjacent to the railroad corridor. The source of the soil contamination was discovered to be from the railroad. This area is also next to a public recreational park. The EIR needs to address the health and safety issues associated with disruption to the existing soils and especially the arsenic along the railroad right-of-way.

Air Pollution – The AA should review air contamination from dust, especially contaminated soil and debris removal. There could be air borne pollution that will impact the community and sensitive receptors along the corridor. This will require detailed review and mitigation measures.

Graphic Presentation:

The AA document does not provide graphical renderings of the proposed options. The AA should include true 3-Dimensional graphic representations, to scale for each proposed alternative. Graphic representations are needed for Burlingame Avenue and Broadway stations, all street crossings and grade transitions from the Millbrae Intermodal Station. These representations should include catenary cable heights and locations, clearances above and below the structure, platform configuration at stations, parapet walls and screening, adjacent streets and buildings, landscaping, etc.

Land Use:

The AA report does not include information from the recently completed Downtown Specific Area and North Area Specific Area Plans. These reports define land uses, show proposed zoning and

redevelopment options adjacent to the railroad corridor. The reports show rezoning of commercial areas into mixed use housing immediately adjacent to the railroad corridor. Each alternative should study, evaluate, and avoid potential project impacts to housing and retail developments proposed along the rail corridor.

Historic Resources:

There are two historic train station buildings listed with the National Historic Register in the City of Burlingame. To the north is the Broadway station, currently a restaurant, and to the south the recently improved Burlingame Avenue Train Station located in historical Burlingame Square. In addition, there are historic eucalyptus groves from North Lane to beyond Oak Grove Avenue, on the west side of the tracks (the Franchard Trust Grove and others). Within the City of Burlingame are also many historic structures that have been identified and need to be shown as sensitive receptors that must not be impacted by the project or proposed construction. All these historic resources need to be preserved and maintained at their current locations. (Refer to <http://www.burlingame.org/Index.aspx?page=971> for draft inventory of historic resources in the downtown)

If future improvements will impact any other existing landscaping elements adjacent to the tracks, the City recommends installing replacement landscaping now to ensure future screening. Landscaping along the corridor has been critical in reducing visual and aesthetic impacts from the existing rail line and should be maintained with all future construction.

The community participated and spent more than five years in the planning, design, and construction of the new \$20.5 million improvements at the Burlingame Avenue Train Station, while respecting the station's historic elements. It is imperative that the AA clearly analyze the impacts to all of these historic resources.

Sensitive Receptors - The City provided High Speed Rail officials with a map of local sensitive receptors including schools, medical facilities, parks, senior centers and other businesses that will be impacted by the High Speed Rail project. These facilities need to be included in the review and impacts from any alternative proposed for the HSR project.

Economic Impacts:

Downtown Business Districts – The AA must take into account the two main commercial districts in the City of Burlingame: Burlingame Avenue and Broadway. Both were developed adjacent to the train tracks when the stations were built. These commercial streets are the heart of the retail districts for the City. There shall be no impacts to these two vital areas from the proposed project. Existing connections across the tracks to the two downtowns must be seamless and continuous with the proposed project. Also, there shall be no economic impact to the retail areas during construction.

All project proposals shall be consistent with City Zoning and General Plan requirements. The existing General Plan and preliminary Downtown Plan encourage high-density housing along transportation corridors. The City requests an economic study on the future impacts of the high speed rail project on properties in and around the corridor.

Auto Row – At the south end of town, adjacent to the tracks, are automobile dealerships which provide significant revenue to the City. Within the last five years alone, over \$75 million dollars in sales tax has been generated by auto row. This vital economic area will be greatly impacted by any alternatives developed for the High Speed Rail project. Many dealership showrooms and service centers have structures on the rail road right-of-way property line. Any new construction will destroy these buildings and the businesses that reside there. This will be a huge economic impact to this major commercial center and tax base for the City and needs to be addressed with the review of each alternative.

Stations:

The AA report does not provide details regarding the platform designs, right-of-way requirements, and operation needs related to Caltrain stations. The following should be addressed in the supplemental AA.

Burlingame Avenue station – Provide details of platform design, right-of-way requirements, Caltrain operation needs, and High Speed Rail design for each option. How will the recently completed improvements at the Burlingame Avenue station be impacted with the proposed alternatives? Will there be any excavation impacts to the historic building? What are the right-of-way needs along Carolan Avenue and East Lane? How will Washington Park, Burlingame High School, retail shops, auto dealers, and other commercial businesses in the downtown be impacted during and after construction for each alternative?

Broadway Train Station – Reopening the station to local Caltrain service will be part of the new High Speed Rail project improvements. How will the existing historic station building be protected? How will Carolan Avenue and California Drive traffic be maintained during and after construction? What about impacts to the downtown business district and adjacent retail shops, gas stations, and auto dealership? Please provide details of all the improvements including platform design, right-of-way needs, and Caltrain operations for each alternative.

Millbrae Intermodal High Speed Rail Station Impacts:

The AA does not provide details relative to the Millbrae train station and its modification requirements for HSR under each alternative. The supplemental AA should include Millbrae station and provide the details of how it will impact the City of Burlingame.

Traffic congestion impact from the new High Speed Rail Station - The new High Speed Rail station in Millbrae is near the City limits of Burlingame and will likely result in new vehicular trip generation from and to the new station. The City is concerned about the increased traffic in the northern part of the town along California Drive, Rollins Road, Broadway, Trousdale Drive, Murchison Drive and El Camino Real. The AA should include a detailed traffic study of the existing traffic level of service and the projected increase in traffic demand resulting from the new station. In addition to the above mentioned streets, a detailed traffic study should be conducted at the following intersections to provide existing and projected traffic levels of service (LOS):

- Broadway/Rollins Road
- California/Broadway
- California/Trousdale
- El Camino Real/Trousdale
- El Camino Real/Broadway
- El Camino Real/Murchison
- El Camino Real/California Drive

Increased Parking Demand and spillover effect - The report did not include information pertinent to parking demand and supply at the new High Speed Rail station. The Alternatives Analysis should include a thorough study of the parking needs of the new station and how those needs will be met. In addition, the project shall not cause any parking spillover onto the streets in Burlingame.

Construction Impacts and potential right-of-way takings along California Drive - The project does not identify the construction impacts and the potential land takings for the new station. The AA should thoroughly study land requirements for the construction of the proposed station and evaluate the impacts to the street right-of-way along California Drive, including business and resident access. In addition, the project should include construction noise, vibration and dust impacts to the residences,

businesses, clinics, and hospital buildings located near the corridor.

Security Issues - The security requirements for the new station should be thoroughly studied and included in the AA. Because of the close proximity of the new station to residential and business areas along California Drive, the City is concerned about the potential impacts on properties in the event of a security breach. The AA should study, identify and address all possible security impacts to the community arising as a result of the High Speed Rail station.

Funding and Ridership:

The project intends to use State General Obligation bonds to fund the project. This funding method would create a long-term financial obligation that could impact existing State programs. The current information related to cost/benefit and fiscal impact analysis needs to be revised to provide an accurate picture of the project. The current Business Plan for the project outlines several funding sources including federal grants and private investment. The federal funds have not been secured and a funding source for the private investment has not been identified. The private investment indicates that a guaranteed ridership would need to be included. This is contradictory to the Proposition 1A language that does not allow a public subsidy for the operation of the project. The Program EIR indicated that an annual ridership number of 88 million passengers was included for cost/benefit purposes. The current Business Plan indicates that the initial phase of the HSR system would include 41 million passengers. Both of these estimates appear to be for the Bay Area segment. The apparent reduction in ridership indicated in the Business Plan should be utilized for the Program Level EIR to better understand the funding requirements of the project.

In addition, the AA and EIR should show that all associated project costs, regardless of options chosen by the community will be included in the project costs. All mitigation measure costs shall be covered by the CHSRA. This requirement includes a covered trench or tunnel option. The AA and EIR should demonstrate that no costs will be incurred by the City of Burlingame for the design, construction or mitigation of impacts with HSR project.

The AA should demonstrate that if the Peninsula segment is funded first and costs with the entire project are delayed or eliminated, how will the High Speed Rail project be managed along the rail corridor? What happens if the funding commitment for the rest of the line is not complete and there is no additional rail line built? How will the Peninsula segment be maintained?

Grade Separations:

The AA provides little information regarding grade separations within Burlingame. A more thorough analysis of the potential impacts at each roadway crossing should be included. Grade separations on the Caltrain mainline will create impacts because of construction needs, right-of-way width, historic structures, and existing facilities.

Coordination with Regional Projects:

The AA should include the proposed Broadway Interchange improvements. With Broadway as the only access to U.S. Highway 101 in Burlingame, changes to the Broadway rail crossing will significantly impact traffic flows to the interchange and the freeway. There are more than 230,000 vehicles per day along the freeway at this interchange. Roadway impacts, elevation changes, and right-of-way takings all need to be thoroughly reviewed in conjunction with interchange plans being coordinated through Caltrans and the San Mateo County Transportation Authority.

Electrification:

The appearance of an overhead electric power supply for the trains, including the wires, supporting poles, mast arms and insulation, is a matter of significant concern. The electrification system should be compatible with proposed Caltrain electrification plans such that two systems do not need to be constructed and maintained. The Alternatives Analysis needs to analyze the impacts associated with electrification of the system for all vertical and horizontal alignments including visual, tree impacts, historic resources, noise, vibration, etc.

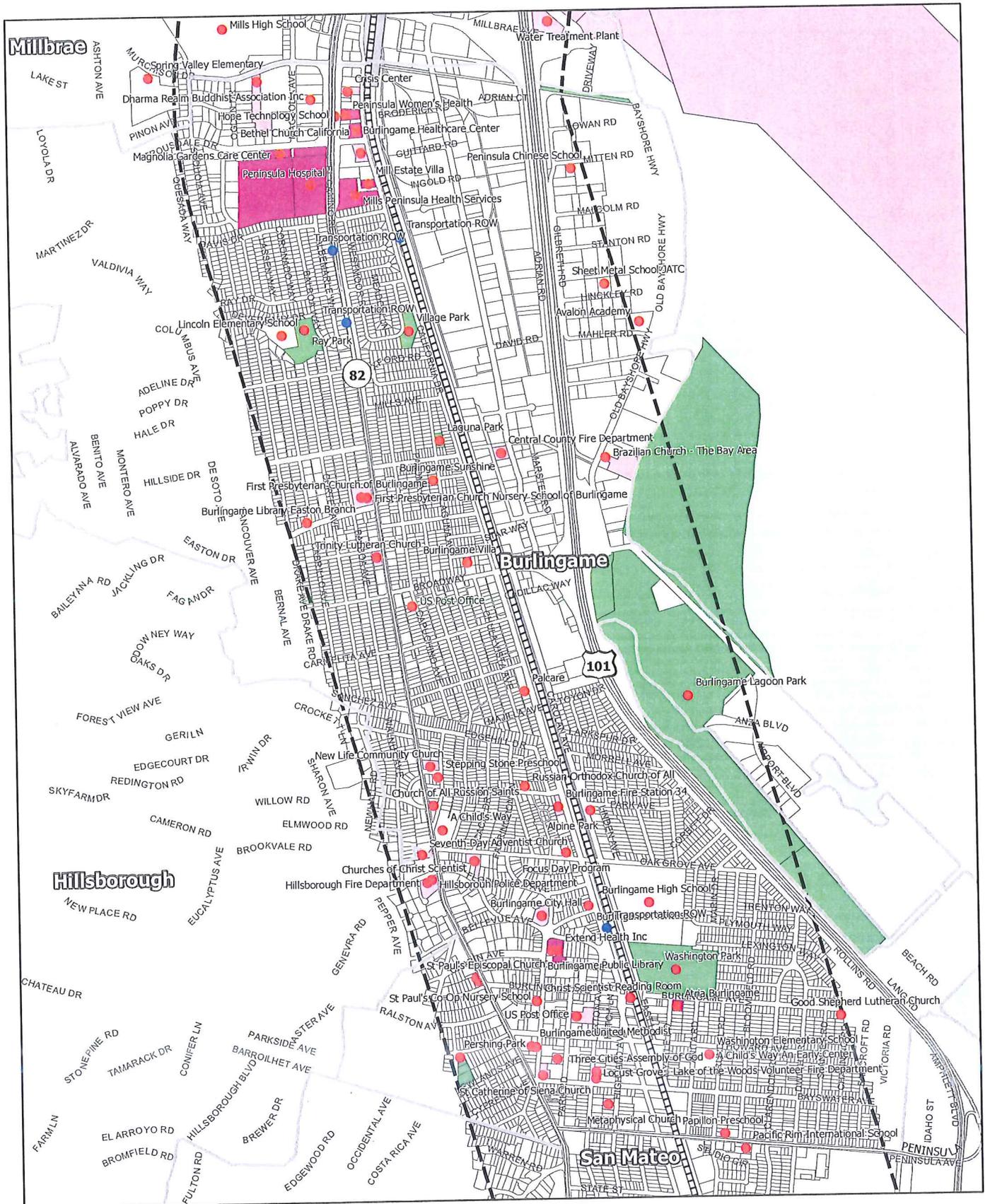
Caltrain plans for electrification must be included in all options of the HSR project. The plans must address how the planned Caltrain improvements will be coordinated with the final design and construction of the HSR project. The two projects need to be reviewed as one in the AA Analysis, to comprehensively address and mitigate the cumulative impacts.

Coordination with Neighboring Communities:

The City of Burlingame is working closely with the cities of San Mateo and Millbrae to coordinate HSR project issues. Any alignment in these adjacent cities may cause adverse impacts in the City of Burlingame. The Authority should include the City of Burlingame in the development of options to the north and south of our City limits. No options shall be pursued for Burlingame without City Council approval.

Finally, the City of Burlingame believes that a comprehensive study of all the issues raised in this document is necessary in order to make an informed decision on the appropriate route and vertical alignment for High Speed Rail to the Bay Area. The City requests that the comments made above be addressed as promptly as possible as part of the revised Supplemental Alternatives Analysis prior to the development of project EIR/EIS; and that the City be given adequate time to review these revisions prior to project development in the EIR/EIS.

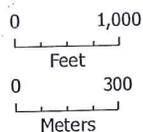
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Source: Google; Bing; PBSJ, 2009.

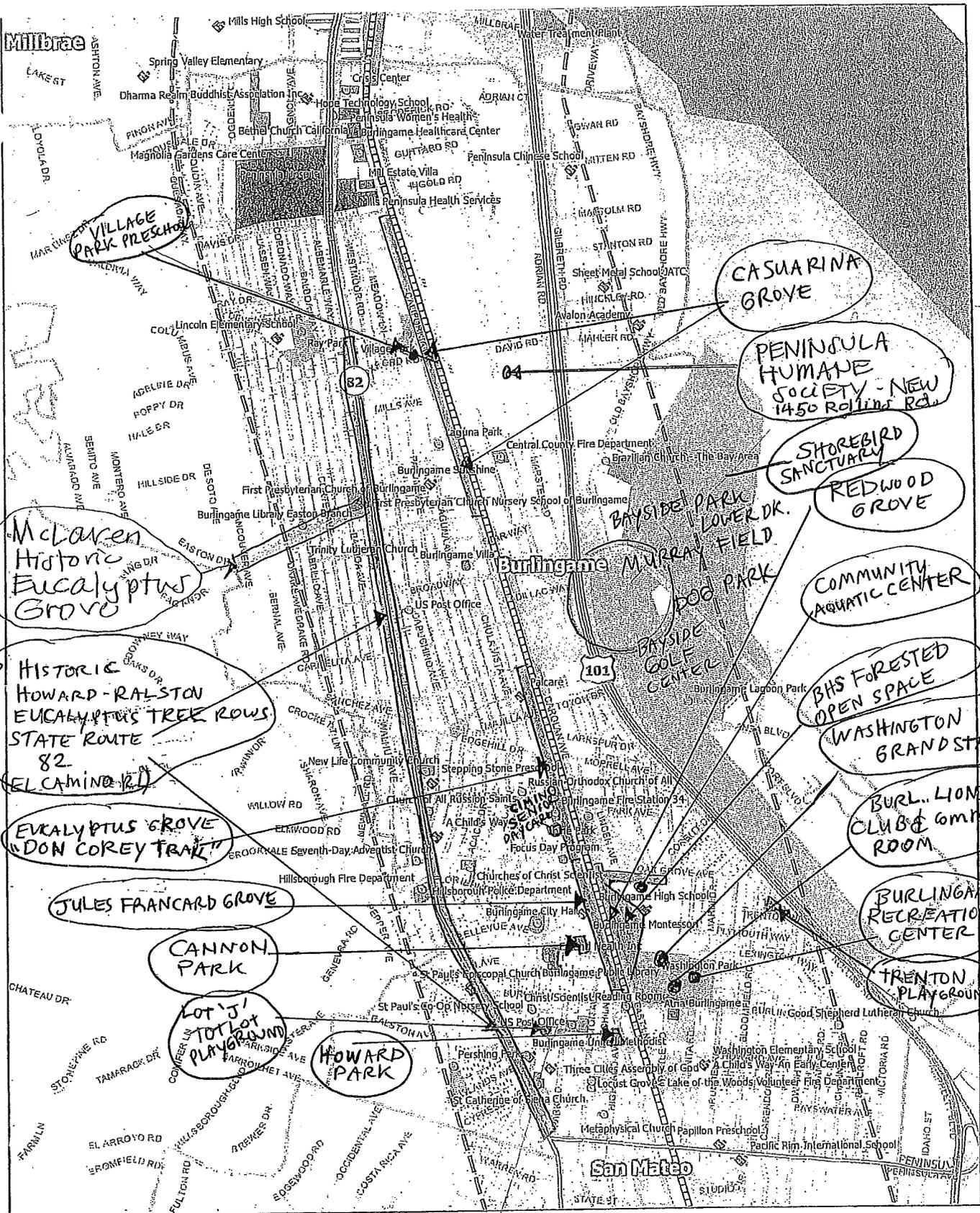
Updated January 11, 2010

California High-Speed Train
 San Francisco to San Jose Section
Community Facilities



- Vacant/Utility/Transportation ROW
- Community Facilities
- Parcel Boundary
- Commercial Shopping Center
- Medical
- Park/Open Space
- Open Water
- Public/Institutional
- Public/Institutional/School
- Senior Center
- Alignment CL
- Proposed Station Area
- Potential Maintenance Facility
- City Limits
- Study Area

Burlingame



Source: Google; Bing; PBSJ, 2009.

Updated January 13, 2010

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|----------------------------|-------------------------------|--------------------------------|----------------------------------|
| ⊙ Park | ▭ Parcel Boundary | ▭ Single Family Residential | ▭ Alignment CL |
| ⊙ Open Space | ▭ Medical | ▭ Multi-Family Residential | ▭ Proposed Station Area |
| ⊙ Medical | ▭ Park/Open Space | ▭ Mixed Residential | ▭ Potential Maintenance Facility |
| ⊙ School | ▭ Open Water | ▭ Mixed Residential/Commercial | ▭ City Limits |
| ⊙ Multi-Family Residential | ▭ Public/Institutional | | ▭ Study Area |
| ⊙ Public/Institutional | ▭ Public/Institutional/School | | |
| ⊙ Senior Center | ▭ Senior Center | | |

California High-Speed Train
San Francisco to San Jose Section
Potential Sensitive Receptors

Burlingame

CITY OF BURLINGAME - COMMENTS ON EXISTING CONDITIONS
POTENTIAL SENSITIVE RECEPTORS
4/12/10