



The City of Burlingame

501 PRIMROSE ROAD, BURLINGAME, CA 94010-3997
www.burlingame.org



CITY HALL — (650) 558-7230
PUBLIC WORKS — 501 PRIMROSE ROAD
BURLINGAME, CA 94010-3997

CORPORATION YARD — (650) 558-7670
1361 NORTH CAROLAN AVENUE
BURLINGAME, CA 94010-3906

September 23, 2010

Mr. Robert Doty
Director of Peninsula Rail Program
California High-Speed Rail Authority
799 Seventh Street
San Francisco, CA 94107

Re: City of Burlingame comments on the Supplemental Alternatives Analysis report for the San Jose to San Francisco segment released August 5, 2010

Dear Bob,

Thank you for the opportunity to comment on the Supplemental Alternatives Analysis Report (Supplemental AA report) for the San Francisco to San Jose section of the California High-Speed Trail project. The City requests that the Supplemental AA report be revised to address the following comments.

Stacked alternatives eliminated

The Supplemental AA report eliminated the stacked alternative solution and did not provide supporting documents such as adequate technical analysis, data and drawings as well as detailed cost estimates.

- Please provide detailed technical analysis and drawings demonstrating why the stacked alternatives are not feasible.
- Present constructability issues in detail with cost estimates to support the elimination of this option for the City of Burlingame. There could be additional cost savings with reduced right-of-way needs with this option which should be included as well.
- Under environmental impacts the stacked alternative would have some of the lowest impacts on noise among the aerial and trench options. This needs to be included in the analysis.

Covered trench eliminated

The Supplemental AA report eliminated the covered trench alternative and did not provide supporting documents such as adequate technical analysis, data and drawings as well as detailed cost estimate.

- Please show why the covered trench option is not viable for the City of Burlingame. Provide detailed analysis and drawings demonstrating why this was removed from further study.
- Outline constructability, operational issues, and costs in detail to show why the covered trench is not feasible in Burlingame. The covered trench option has been shown as an alternative in other cities along the alignment so it demonstrates that feasibility and operational needs are met for this alternative. Why can't it be proposed here as well?
- Independent studies prepared for the City of Burlingame show significantly different costs for the alternatives than shown in your analysis. Please expand on the details of your cost estimate.

- Page 4-18 states that the cost difference between the covered trench and the open trench is high. Our independent study shows that the cost difference between the two options is not as significant. The additional costs could be covered by redevelopment of the land above. Please detail the costs for each option.
- On Page 4-15 under 'Options Not Carried Forward' the Covered Trench/Tunnel option is impracticable due to major constructability issues, disruption to land use, additional right-of-way requirements, construction risk, high costs and construction schedules and impacts. But on Page 4-19 Constructability issues and Disruption to Communities are 'low' for the Covered Trench/Tunnel option. This is inconsistent and needs further study and review.
- The land use plans and policies are not consistent with the development potential shown for the aerial option.
- Under environmental impacts the covered trench would have the lowest impact on noise among the aerial, open trench and covered trench options. This needs to be included in the analysis.
- With the opportunity to redevelop portions of the corridor the covered trench option could be more cost effective than currently demonstrated. We are not in agreement that this option is not viable and this needs to be comprehensively evaluated and included in the alternative to be considered as part of the CEQA.

Land Use Evaluation Measure (Page 4-18)

- The City is opposed to aerial alternative as well as open trench alternative and does not have a commitment to stated plans and policies. The proposed alternatives are not consisted with City's stated objectives and policies.

Cross Sections (TNCH-2)

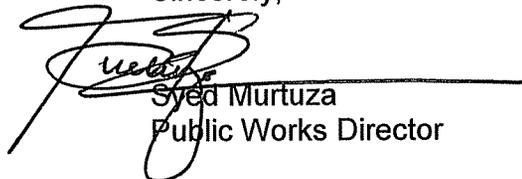
- Profiles show a 95'-6" cross section width for the right-of-way with a four track trench when the CHSRA has stated it can be built in under 80'.

Noise and vibration

- No details are provided to show the vibration and noise impacts for any alternatives and yet the covered trenches as well as the deep tunnel alternatives are eliminated without the analysis of noise, vibration and environmental impacts and benefits. This needs to be included before elimination of an alternative.

Thank you for the opportunity to comment on the Supplemental AA document for the High-Speed Train. We look forward to our continuing review of the project with the revisions above. If you have any questions please contact me or Jane Gomery at 650-558-7230.

Sincerely,



Syed Murtuza
Public Works Director

Cc: City Council and Mayor, City of Burlingame
Board of Directors, High-Speed Rail Authority
Joint Powers Board, Caltrain
Bethany Williams – Public Involvement Manager (bewilliams@hntb.com)

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