
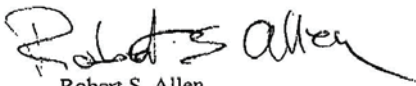


## 21. Robert Allen (letter dated October 22, 2008)

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|  <p>10/23/2008 20:12 9254491387</p> <p><i>BART Extension Planning,<br/>(Copy also sent to District<br/>Secretary for Board<br/>This for your info.)</i></p> | <p>KEN GUNN</p>  | <p>PAGE 01</p> <p style="border: 1px solid black; padding: 2px; display: inline-block;">Letter 21</p> <p>223 Donner Avenue<br/>Livermore, CA 94551-4240</p>   |
| 22 October 2008  |  |   |
| <p>21-1</p>  | <p>BART Board of Directors<br/>Caltrain Board of Directors<br/>MTC Commissioners</p> | <p>Please agenda possible legislation to merge BART and Caltrain into a 5-county rail transit district having the clout of nearly six million people. Let the voters decide on a bond issue to:</p> <ul style="list-style-type: none"> <li>• Widen and grade separate Caltrain's peninsula line for BART and Bullet trains;</li> <li>• Widen I-580, SR-4, and I-80 medians and extend BART in them at grade to Livermore, Antioch, and Crockett;</li> <li>• Double track and grade separate UP's Mulford line in the East Bay;</li> <li>• Convert local Caltrain to BART between Millbrae and Santa Clara;</li> <li>• Convert local Caltrain to SF Muni north of Millbrae and SFO;</li> <li>• Extend Caltrain Bullet service to downtown San Francisco and electrify it;       <ul style="list-style-type: none"> <li>◦ Link SJC and SFO with frequent bullet trains;</li> </ul> </li> <li>• Replace Capitol Corridor with Bullet trains, Oakland to San Jose;       <ul style="list-style-type: none"> <li>◦ Link SJC and OAK with frequent bullet trains;</li> </ul> </li> <li>• Build an Oak-Masonic BART subway to the Golden Gate Bridge;</li> <li>• Build an OAK to SFO tube under the Bay;</li> <li>• Plan seam-free links to the North Bay, the Central Valley, and Sacramento;</li> <li>• Eliminate grade crossings of passenger rail;</li> <li>• Free passengers from freight train delays and other impacts;</li> <li>• Provide for High Speed Rail along Bullet train tracks</li> </ul> <p>Our state legislators in 1957 formed BART. Voters in 1962 – when San Francisco had only two buildings over ten stories tall – approved \$792 million in bonds. (They're now paid off.) Adjusted for inflation and population in the new district, that bond issue was like \$16 billion would be today.) Such a bond issue would provide a funding base for most of the work.</p> <p>Let's leave our posterity a legacy like we received: frequent, safe, comfortable, reliable, quiet, pollution-free, efficient rail transit. BART around the Bay should be an easy sell!</p> <div style="text-align: right;">  <p>Robert S. Allen<br/>BART Director (1974-1988)<br/>Retired SP Engineering/Operations<br/>(925) 449-1387</p> </div> |

**21. Robert Allen (letter dated October 22, 2008)**

- 21.1 The commentor requests a merger of BART and Caltrain into a five-county rail transit district and a bond measure to provide rail transit improvements throughout the Bay Area. Four of the suggested improvements (convert Caltrain to BART, BART in freeway medians, BART subway to Golden Gate Bridge, and an OAK to SFO BART tube) are directly related to BART. The other suggested improvements are outside the jurisdiction of BART. Any one of the suggested BART projects would substantially expand the BART system and would require an extensive evaluation, which is beyond the scope of this EIR. On the issue of a BART-Caltrain merger, see Response 19.1, above.

**22. Lori Bailey (web form dated September 19, 2008)**

Letter 22

9/19/2008 14:58

Lori Bailey  
home owner  
baileys32@comcast.net

**Subject:** Bart extension to Hillcrest

22-1

■ When I moved to Antioch almost 26 years ago I was told Bart to Hillcrest was just a few short years away. Hmmm. It is LONG OVERDUE and it will greatly reduce the amount of traffic on HWY 4. From where I live the freeway noise in the AM then the PM is LOUD and I feel that bart will decrease that noise by more than half. I support the extension of Bart ASAP.  
■

**22. Lori Bailey (web form comment dated September 19, 2008)**

22.1 The commentor expresses support for the Proposed Project. This comment concerns the merits of the project and does not concern the adequacy of the Draft EIR or BART's compliance with CEQA.

For clarification, the Proposed Project would reduce traffic on SR 4 (see Impact TR-3 and Impact TR-4); however, the Proposed Project is not anticipated to decrease freeway noise by more than half. As stated under Impact NO-CU-13 and Impact NO-CU-14, cumulative noise in the project corridor, to which the DMU would contribute, would be considered significant and unavoidable. SR 4 vehicular traffic would continue to be the primary source of cumulative traffic noise, to which the Proposed Project would add only a minor contribution. Additional feasible mitigation measures may become available as project plans evolve to further reduce DMU noise to the point where its effects would not be considered cumulatively considerable. Please refer to page 3.10-39 in the Draft EIR for more information.

**23. Adela Barajas (web form dated October 13, 2008)**

Letter 23

10/13/2008

Adela Barajas

**Subject:** Project

23-1

When I read this bulletin I call all my friends to tell them we are so happy this is real good news for all of us and we hope this happen soon we need this soon thanks god for this and to you.

**23. Adela Barajas (web form comment dated October 13, 2008)**

- 23.1 The commentor expresses support for the Proposed Project. This comment concerns the merits of the project and does not concern the adequacy of the Draft EIR or BART's compliance with CEQA. Accordingly, no further response is necessary.

**24. Aswan Boudreaux (web form dated November 6, 2008)**

Letter 24

11/16/2008

Aswan Boudreaux

**Subject:** Comments on BART expansion - DEIR

Sorry - thought the 6th was the last day to comment:

Will try anyway as there are just a few...

- 24-1 1. Surprised only one option was available (DMU Train)
- 24-2 2. Disappointed we were not permitted to ask questions during the October 13th meeting.
- 24-3 3. Understand the financial implications of traditional BART model, but question the capacity of the DMU option:
  - A. If the expanded BART services will not be until 2015, will a DMU model match the need of the growth/development in the region at that time?
  - 24-4 B. Super-refined diesel fuel is more costly to produce- coupled with the fluxuation in oil prices, is this the best alternative? Still concerned about growing levels of exhaust, even if it is small in comparison to most vehicles.
  - 24-5 C. We would prefer BART continue to explore clean energy alternatives - electricity / solar options (trains/ structures maybe placed on BART owned land) to power trains / light-rail vehicles.

Thank you for your time... we look forward to this much needed (and tax dedicated) service.

Best,

Aswan Boudreaux

**24. Aswan Boudreaux (web form comment dated November 6, 2008)**

- 24.1 A number of alternatives to DMU were considered in the Draft EIR. These are documented in Section 5, Alternatives, of the Draft EIR, and include a BART Extension Alternative, a Bus Rapid Transit Alternative, and an electrified Light Rail Vehicle Alternative. The project feasibility study, entitled the East SR 4 Corridor Transit Study and completed in 2002, also looked at these alternatives as well as commuter rail. Please see Section 5.7, Alternatives Considered But Withdrawn, beginning on page 5-176, for other alternatives that were considered.
- 24.2 BART representatives were available to answer questions about the project prior to the start of the meeting, as well as after the meeting ended. The purpose of the public hearing itself was to record public comments on the Draft EIR. As explained by both BART Director Keller and eBART Project Manager Ellen Smith during the public hearing, comments would be responded to in writing as part of the Final EIR.
- 24.3 The ridership forecasts for the years 2015 and 2030 included expected growth and development in the east county area. Projected passenger loads are well within the capacity of the DMU technology. Each DMU car can carry up to 200 riders which is more than can be handled by a single BART car. DMU trains can be up to three cars in length.
- 24.4 The cost of super refined fuel (known as low-sulfur diesel) and future fluctuations in oil prices are important concerns for the future operations and maintenance costs of the transit service. To address this fact and to be conservative, the operating cost analysis for the DMU technology assumed a cost of \$4.00 per gallon. This is a very high cost assumption, as BART would be able to buy fuel in bulk at rates lower than what the typical consumer price would be. The availability of diesel fuel and the impacts of the exhaust are addressed in Section 3.11, Air Quality, and Section 3.15, Energy, of the EIR.
- In addition, please also refer to Master Response 5 in Section 3 of this document, regarding the health risk assessment performed for the diesel emissions that are predicted from the proposed DMU technology. Master Response 5, along with the more detailed examination, presented in Impact AQ-7 in Section 3.11, Air Quality, of the Draft EIR provide background for the EIR conclusion that health risks from the Proposed Project would be less than significant.
- 24.5 The Proposed Project would use ultra low sulfur diesel fuel and be equipped with diesel engines that would comply with EPA Tier 4 regulations. As a result, the air quality and exhaust impacts from the DMU technology would be less than significant. An electric-powered light rail vehicle or LRV was evaluated as an alternative in the Draft EIR (see Section 5, Alternatives). BART will continue to



explore clean energy solutions and is experimenting with generating solar power from structures on BART property. Currently, solar panels are being installed at the Orinda BART Station, the Hayward Yard, and the Richmond Yard as part of solar demonstration projects.

**25. Mike Charlton (web form dated October 23, 2008)**

Letter 25

10/23/2008 21:39

Mike Charlton  
mikecharlton@yahoo.com

**Subject:** Comments on BART expansion - DEIR

25-1

I would like to see eBart using more clean technologies for this extension. If diesel must be used, then you must consider bio-diesel. I am opposed to projects going forward that continue to rely on oil dependence. The proposed usage of diesel is a step in the wrong direction.

**25. Mike Charlton (web form comment dated October 23, 2008)**

25.1 The Proposed Project would use ultra low sulfur diesel fuel and be equipped with diesel engines that would comply with EPA Tier 4 regulations. As a result, the air quality and exhaust impacts from the DMU technology would be less than significant.

Please refer to Master Response 4 in Section 3 of this document, regarding the use of alternative fuels to power transit service into East County.

**26. Yahne David (web form dated November 1, 2008)**

Letter 26

11/1/2008

Yahne David

**Subject:**

26-1 I'm a new resident of Antioch and I was aware of the skyrocketing population long ago. However, it's totally different when you actually deal with this type of traffic 7 DAYS A WEEK! Since the future BART plans include service to Brentwood, eBART is only a temporary solution. We need the real deal BART Extension all the way! A 200 passenger eBART train will not handle this ever growing poplution out here. REAL BART TRIANS PLEASE! Our tax dollars have been paying for oh so long.

**26. Yahne David (web form comment dated November 1, 2008)**

26.1 The commentor expresses a preference for conventional BART over the Proposed Project. Please refer to Master Response 2 in Section 3 of this document, regarding the Contra Costa County taxpayer's contributions to the BART system and BART's evaluation of providing conventional BART technology. This comment concerns the merits of the project and does not concern the adequacy of the Draft EIR or BART's compliance with CEQA. Discussions of the Proposed Project's merits will occur during the upcoming BART Board public hearing.

Regarding the ability of DMU to accommodate projected ridership in East County, a DMU car has a capacity for 200 passengers, which is greater than a BART car. Capacity can be increased by linking cars into two- or three-car trains, and the DMUs would provide the capacity to carry the projected number of riders in the SR 4 corridor.

**27. Dennis (web form dated November 6, 2008)**

Letter 27

11/6/2008

Dennis

**Subject:** eBart vs. BART

Dear Katie;

I saw a Documentary on the History Channel last Thursday night ( 13th, 10pm ), about the evolution of " High Speed Rail ". It said everyone, Worldwide had dropped Diesel for Electric many years ago because:

27-1

Electric is less expensive to procure

Electric is much more reliable

Electrics are lighter and faster

Electric costs less to maintain and less to operate

Electrics are quieter and pollute less

Diesels are more complex and have many more moving parts

Diesel is quite flammable and much more hazardous

Sincerely,

dennis

27-2

P. S. ( I wonder how BART would answer this ? For them to even consider using a whole different and completely incompatible system, for just one Segment/Station out of 50 already existing, considering their proven track record of Engineering incompetence, seems completely brain dead. After 43 years, they still have not even been able to get their current system to work as they promised the Taxpayers in 1965. BART also has said Where are they going to build the Diesel Test Track ?

One example, BART just announced that after 43 years, they finally figured out that train Cars with 3 Doors work much better than 2-doors. So now they tell us in 6 more years they hope to replace all 659 Cars with new 3-door ones.

27-3

Just in time for their 50th Anniversary! Even if they change and choose Electric traction, the larger problem of Narrow gauge track will persist. BART has touted their wider tracks as safer, it makes no

Dennis  
11/6/2008  
p. 2 of 2

27-3  
(cont'd) ↑  
■

sense to use a narrower incompatible one, requiring two different sets of maintenance equipment and rolling stock! )

**27. Dennis (web form comment dated November 6, 2008)**

- 27.1 The commentor expresses a preference for the Proposed Project to be powered by electricity rather than diesel. BART evaluated an electric version of the DMU, which was analyzed in the Draft EIR as the Light Rail Vehicle (LRV) Alternative. Please also refer to Master Response 3 in Section 3 of this document regarding electric propulsion.
- 27.2 As noted by the commentor, the DMU system is a different system from the conventional BART system. The advantage of the DMU is that it can accommodate the anticipated ridership from the two additional stations and can be constructed at a lower cost than a conventional BART extension. The DMU system would not preclude a conversion to conventional BART at some time in the future. However, BART is a specialized system with its own track gauge (5 feet, 6 inches) compared to standard gauge tracks, which are 4 feet 8.5 inches wide. Conversion of the DMU tracks to BART would require widening the tracks. The cost to widen the tracks has not been determined, but it would be only one component of converting the system to conventional BART, which would require installation of a third-rail power system, upgraded communications, enlarged stations, and a new, larger maintenance facility at Hillcrest Avenue. The alternative of extending existing BART technology and tracks is evaluated in Section 5, Alternatives, of the Draft EIR. One of the principal reasons the DMU was chosen as the Proposed Project is because it is more cost efficient given the expected ridership. Please refer to Master Responses 1 and 2 in Section 3 of this document for further information about BART's decision to advance the DMU technology rather than conventional BART technology. DMUs are a proven technology and are currently in operation in many locations worldwide. Vehicles will be tested operationally on the Proposed Project guideway prior to acceptance by BART and the California Public Utilities Commission (CPUC). No separate test track would be necessary.
- 27.3 The commentor expresses a concern regarding a narrow gauge track, even if BART chooses electric traction. Please refer to Master Response 1 in Section 3 of this document regarding the reasons for choosing DMU. Like the previous comment, this comment concerns the merits of the project and does not concern the adequacy of the Draft EIR or BART's compliance with CEQA. Discussions of the project's merits will occur during the upcoming BART Board public hearing.



**28. A. Dimanling (web form dated November 6, 2008)**

Letter 28

11/1/2008

A. Dimanlig

**Subject:** Comments on eBART Project

Dear Katie;

28-1 ■ eBART would offer much needed relief on my weekday commute from either Pittsburg/Bay Pt. or North Concord stations to the Embarcadero station. I live in Antioch by Hillcrest Avenue, and with the traffic congestion on Hwy 4, it could take as much as 1 hour one way driving, just to get to the nearest bart station that can also accomodate parking. I spend 2hrs door-to-door from home to work in the morning, and 2hrs door-to-door from work to home in the evening, Monday through Friday... that's 4hrs roundtrip each day, 5 days a week for a total of 20hrs weekly spent on commuting only!

28-2 ■ Thank you for working on the eBART project. I will be one of the commuters as soon as eBART commence in Yr 2015. My only two concerns are accessibility to the station by car and parking. I would appreciate it if you can keep these points in mind during the planning stage. Many thanks!

**28. A. Dimanlig (web form comment dated November 1, 2008)**

28.1 The commentor expresses discontent with his current commute of four hours per day and therefore supports the Proposed Project, as it will relieve the length of his current commute. This comment concerns the merits of the project and does not concern the adequacy of the Draft EIR or BART's compliance with CEQA. Accordingly, no further response is necessary.

28.2 The commentor expresses that his only concerns about the Proposed Project are access to the station [Hillcrest Avenue Station] by car and parking. Both the Railroad Avenue Station and Hillcrest Avenue Station would be accessible from SR 4, and parking would be provided at both stations. Three hundred spaces would be provided at the Railroad Avenue Station and 1,000 spaces would be provided at the Hillcrest Avenue Station initially with the potential for future expansion to 2,600 spaces. A description of access and parking for the Hillcrest Avenue Station is provided in Section 2, Project Description, beginning on page 2-17 in the Draft EIR.

**29. Ed Diokno (web form dated October 13, 2008)**

Letter 29

10/13/2008

Ed Diokno  
Pittsburg Planning Commission - City Hall  
Pittsburg, CA 94565  
ediok@bos.cccounty.us  
Organization/Affiliation: Supervisor Glover

**Subject:** (Written comment from meeting)

- 29-1 ■ MTC mandate requiring 5000 dwelling units w/in 1/2 mile radius from station should be altered in suburban/rural settings where people are more accustomed to getting into their vehicles to go to the store. BART users will be coming from a wider area. A radius of 2 miles is more realistic for suburban/rural settings.
- 29-2 ■ Why is Pittsburg the only city on a BART line to pay for its own station? Pittsburg has helped pay for stations in other cities, for over 40 years.
- 29-3 ■ Buy cars from Abdogado (local train manufacturer)

**29. Ed Diokno (web form comment dated October 13, 2008)**

- 29.1 MTC Resolution # 3434, which applies to the Proposed Project, recognizes the Proposed Project's DMU technology as a form of "commuter rail" and mandates local agencies to plan for 2,200 dwelling units within a half-mile radius of each proposed station location for such "commuter rail" extensions. There is no requirement, as commentor suggests, that 5,000 dwelling units be planned within the half-mile radius of the proposed new DMU stations. While the Draft EIR considers the Proposed Project's consistency with MTC Resolution #3434, altering that policy is outside of the scope of BART's authority
- 29.2 The City of Pittsburg offered to provide funding for design and construction of the Railroad Avenue Station as a way of expediting station development. Please also refer to Master Response 2 for a perspective on contributions by communities in East County over the past 40 years.
- 29.3 Selection of a vendor for project-related vehicles is an aspect of project implementation. The comment does not address the adequacy of the environmental analysis in the Draft EIR. Therefore, no response is required.

**30. Carlos V. Galvis (web form dated September 23, 2008)**

Letter 30

9/23/2008

Carlos V. Galvis

**Subject:** BART to Hillcrest

Senator,

My priority is the extension of the BART system to the East side of the city of Antioch, the Hillcrest exit off Highway 4. The citizens of East Contra Costa have been paying the sales tax for Bart since the 1960s and they have received nothing in return. Meanwhile, the county of San Mateo, that never has paid the sales tax surcharge for Bart, now has 2 BART stations. How unfair!!! The excuse was to bring BART to the S.F. airport, but they did not have to provide San Mateo county two stations.

30-1

Now they are talking about extending BART into Santa Clara county, another county that never has paid the BART sales tax. How unfair, again!!!

It is high time that no other BART extension should be even considered until the citizens of East Contra Costa get an extension to the Hillcrest exit.

To mask the injustice, they are trying to feed down our throats a contraption the call e-bart. E-BART would run using diesel engines (how "green" and environmentally sound is that?) E-Bart will be a laugh, no one wants to ride a train to then have to transfer to BART. I have played the transfer game on BART when I had to and in spite of the promises of close coordination, I always missed my transfer. This added long minutes to an already too long a commute.

Save the money allocated to e-bart and give us the real BART to Hillcrest that we deserve and have paid for.

Yours,

Carlos V. Galvis

**30. Carlos V. Galvis (web form comment dated September 23, 2008)**

30.1 The commentor expresses a preference for conventional BART technology rather than the DMU technology advanced by the Proposed Project. Please see Master Responses 1 and 2 for a discussion of the history and rationale for advancing DMU as the technology for the Proposed Project and for discussion of east Contra Costa County's contribution to the BART system.

The commentor also suggests the use of diesel engines is not an environmentally sound choice. The air quality and health risk impacts associated with the Proposed Project are analyzed in Sections 3.11, Air Quality, and 3.12, Public Health and Safety, respectively, and are further addressed in Master Response 5.

Commentor's remaining statements relate to the merits of the Proposed Project and do not concern the adequacy of the environmental analysis contained in the Draft EIR. Therefore, no further response is required, although it is noted that the transfer platform and the operating plan have been designed to make the connection between BART and DMU trains as convenient and efficient as possible for East County commuters.