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June 27, 2007

Darryl Boyd, Principal Planner
 Department of Planning, Building and Code Enforcement
 200 East Santa Clara Street
 Third Floor
 San Jose, CA 95113

**RE: Draft Environmental Impact Report for the Coyote Valley Specific Plan
 SCH# 2005062017**

Dear Mr. Boyd:

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed Coyote Valley Specific Plan. The Peninsula Corridor Joint Powers Board (Caltrain) is pleased that the CVSP's transportation element includes a multimodal network to provide easy access to public transit for the Coyote Valley. Caltrain looks forward to working with the City on aspects of the plan pertaining to Caltrain service. At this time, we offer the following comments:

- In Section 2.1.7.1, it states that,

"The CVSP includes a new multi-modal Caltrain station to be located on the west side of Monterey Road, south of the Monterey Road and Bailey Avenue interchange... The provision of a new Caltrain station was previously included as a condition of approval for the completion of the CVRP project."

The feasibility of the station location has not been analyzed by Caltrain staff. The station footprint and layout were not identified in the DEIR; neither were the responsibility of construction, operating and maintenance costs and right of way requirements.

- The Caltrain service through the project area is on tracks that are the property of the UPRR. The Transportation Impact Analysis shows that double tracks will be constructed to service the proposed station. The construction and impacts of double tracks are not discussed in the DEIR. Construction of the new tracks would require negotiations with the UPRR.

PENINSULA CORRIDOR JOINT POWERS BOARD
 1250 San Carlos Avenue – P.O. Box 3006
 San Carlos, CA 94070-1306 (650) 508-6269

- In the Transportation Impact Analysis, it states that,

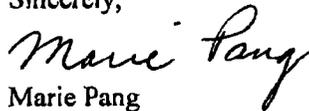
“VTA is planning to begin operating some contraflow services, and once the contraflow service is operational, commuters from San Francisco south will be able to reach the North Coyote Station via CalTrain. A minimum of one train would be provided in each direction every hour. It is likely, that trains would run every 30-minutes during the peak commute hours. Each train would have a capacity of 750 passengers, assuming a per car capacity of 150 passengers and five car trains. With a total of eight trains, four running in each direction, the trains could serve up to 6,000 seated passengers during the peak hours. It is anticipated that the contraflow service will be operational by the time the full CVSP development is completed.”

Caltrain has not agreed to a basic operating plan and does not currently have the resources or authority to increase service to the proposed station. Caltrain does not have available funding for the purchase of the proposed rolling stock, nor the facilities for the additional trains to layover. Furthermore, additional trackage rights would need to be negotiated with the UPRR if there were to be an increase in service.

- In Section 4.2.5.6, Impact TRAN-18 states that the project would not increase demands on the existing transit systems in excess of their capacity and results in a less than significant effect. Caltrain ridership depends on Caltrain’s reputation for reliability and on-time service. The proposed additional train service could impact the reliability of the entire Caltrain line and may be a significant impact to Caltrain operations. The DEIR does not address how rolling stock, crew resources and schedules will be impacted.
- If the JPB were to provide the proposed service, an operating and funding agreement would need to be executed. The DEIR does not provide an operating plan or state what assumptions have been made regarding the operation and maintenance of the service.

If you have any questions regarding these comments, please contact me at 650-508-6338.

Sincerely,



Marie Pang
Environmental Manager
Peninsula Corridor Joint Powers Board