August 30, 2004

Mr. Joseph E. Petrillo, Chair
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Re: Comments by the Sacramento Area Council of Governments (SACOG) on the Draft Program EIR/EIS for the Proposed California High-Speed Train System (January 2004)

Dear Chair Petrillo:

There is significant potential, under current land use practices, of significant growth-induced and land consumption in the Central Valley, including the Sacramento area. The document assumes the project will result in an increase in population and job; it further assumes this will be done within a smaller urban footprint. The concern of the SACOG Board is that under current land use practices, the system could create a much larger footprint and foster sprawl on a large scale.

Since CHSRA does not have land use authority, the SACOG Board asks that the EIR/EIS evaluate a sub-alternative of the High-Speed Rail Alternative that assumes that additional growth consumes land as it does under current land use trends. The SACOG Board would further recommend that CHSRA provide recommendations for addressing the decentralized growth system will almost certainly create. Along these lines, SACOG suggests that CHSRA make use of the PLACE's software, which can estimate the effects of alternatives on travel demands.

The cost of the high-speed system is $23 billion to $37 billion for full build out. It is important that decision makers be clear on the costs and benefits of such a system. While it is understood that the project would be funded with private, State bond, and Federal “demonstration” dollars, it seems apparent that traditional State and Federal fund sources also will be tapped. The SACOG Board asks that the Program EIR/EIS carefully examine the extent to which this will occur and the tradeoffs involved in diverting existing State and Federal program dollars from their current uses.

Specific:

The SACOG Board strongly supports the Sacramento Valley Station/Railyards site as the location for the rail terminal for the SACOG region. Whether the Caltrain line or the UP line is selected, the Board endorses the downtown site over the Power Inn location.

The Board also wishes to indicate its preference for the Union Pacific (UP) alignment in the vicinity of Elk Grove and for the Caltrain alignment in the vicinity of Galt. The issue in both cities is noise and there appears to be sufficient spacing between the two alignments to allow the transition from one alignment to the other. Based on a review of current mapping, it seems feasible to utilize the Caltrain alignment from Stockton to north of Galt and then to turn northwest to connect with the U.P. alignment south of Elk Grove.

The SACOG Board further wishes to endorse the California High Speed Rail Authority’s decision, reflected in the document, to grade separate all high-speed crossings. This is particularly important in the South Sacramento area, where development patterns lend themselves to the potential of unexpected vehicle and train conflicts, particularly in foggy, nighttime conditions.

The SACOG Board appreciates the opportunity to submit these comments and looks forward to working with CHSRA in its evaluation of a high speed train system for California.

Sincerely,

[Signature]

Chair

CC: MT:OW:IS
Response to Comments of Christopher Cabaldon, Chair, Sacramento Area Council of Governments (SACOG),
August 31, 2004 (Letter AL073)

AL073-1
Acknowledged.

AL073-2
Please see standard response 6.3.1 in regards to the HST mountain crossing between the Central Valley and the Bay Area. Please also see standard response 2.16.1 in regards to the Capitol rail corridor. Conventional improvements to the existing Capitol Corridor are not the responsibility of the Authority and are beyond the scope of this program EIR/EIS process.

AL073-3
Acknowledged. The discussion of population, jobs and urban growth patterns in the Draft Program EIR/EIS is based on economic analysis, current planning, and appropriate modeling. Please see standard response 5.2.1 for additional information.

The "sub-alternative" suggested by the commenter is actually encapsulated in the analysis of the HST Alternative in the Draft Program EIR/EIS; therefore, additional evaluation is not needed. Please see standard response 5.2.1 for discussion of "addressing decentralized growth". The Authority thanks the commenter for the suggestion regarding the PLACE3S software. Use of this software will be considered for subsequent project-level analysis.

AL073-4
A financing plan is beyond the scope of this program EIR/EIS process. Please see the Authority’s June 2000 Business Plan for the Authority’s cost/benefit analysis done as part of previous feasibility studies. Decisions about the allocation of state funds to various programs will be made in the future by the Governor and the Legislature.

AL073-5
Acknowledged. The Authority has identified the Downtown Sacramento station site as the preferred location for a potential HST station to serve Sacramento.

AL073-6
Acknowledged. Please see standard response 6.12.1. Should the HST proposal move forward additional efforts to minimize impacts on Galt (including alignment options) would be part of future project specific studies.

AL073-7
Acknowledged.
Comment Letter AL074

The City of San Diego
COUNCILMAN
SCOTT H. PETERS
FIRST DISTRICT
August 30, 2004

VIA FAXMILE AND E-MAIL

Attn: California High-Speed Train
Draft Program EIR/EIS Comments
925 I Street, Suite 1425
Sacramento, CA 95814

Re: Draft Environmental Impact Report for Proposed High-Speed Train System

Thank you for the opportunity to comment on the Draft Environmental Impact Report ("DEIR") for the proposed High-Speed Train System. I would like to specifically comment on the Los Angeles to San Diego section of the proposed project, known as the "LOSSAN Corridor." This section of the project is not a part of the high-speed train section, but is instead a CALTRANS project that will focus on non-electric diesel powered trains along the coast.

LOSSAN Corridor For Additional Diesel Trains Not Electric High Speed Trains

The stated purpose of the project is to relieve capacity constraints of the existing transportation system in a manner sensitive to and protective of California’s unique and natural resources. The report should make clear that, in the LOSSAN corridor, there is no plan for a High-Speed Train ("HSIT") system, but only non-electric diesel powered trains. This is not clearly explained in the DEIR, which raises confusion as to what kinds of trains are being proposed along the LOSSAN corridor along the coast.

The project would fail in its stated objective to relieve the existing transportation systems in a manner sensitive to and protective of California’s natural resources. The LOSSAN corridor proposed double tracking would increasing the amount of diesel train traffic along the Southern California coastline. The proposed alternatives that the DEIR prefers (Chapter 6 in DEIR) call for double tracking through two of San Diego’s precious natural lagoons. The Camino Del Mar Temporal Option require extensive tunneling under the City of Del Mar and placing additional rail lines through both the Los Peñasquitos Lagoon and the San Diego Lagoon.

Insufficient Environmental Analysis of Increased Train Traffic’s Environmental Affects On The Lagoon

These options would lead to a large tunnel opening into the Los Peñasquitos Lagoon and increased train traffic through coastal estuaries. This increase in train traffic would conflict with the City of San Diego’s goals and initiatives in protecting the Lagoon. The past couple of years have seen an active effort by the City of San Diego and its residents to scale back traffic and congestion in the Los Peñasquitos Lagoon. The City has closed Sorrento Valley Road from all vehicle traffic along the edge of the Los Peñasquitos Lagoon. The City, working in conjunction with citizen groups, has re-designed Carvel Valley Road to enhance the community character and protect the Lagoon from excessive run-off, while removing invasive plant species.

The DEIR’s Biological Resources and Wetlands Chapter’s cursory review of potential impacts to the sensitive biological resources is inadequate. Prior to a choice of any one routing alternative, the DEIR needs to have a more detailed and scientific analysis of how increased diesel train traffic through coastal lagoons could affect the sensitive biological diversity of the lagoons. Currently the extent of the DEIR’s biological resources and wetlands impact analysis focuses only the structures the trains will run on and not on what impacts additional quantities of train traffic may have.

"The Camino del Mar tunnel would not result in new impacts and the new bridge would follow the existing bridge over the Los Peñasquitos Lagoon and San Diego Lagoons. Overall, the Camino del Mar tunnel would likely have fewer potential impacts on biological resources associated with the lagoons, because it would not introduce new structures to the southern edge of the San Diego Lagoon." Page 3.15-30

The environmental analysis above is insufficient in its analysis of routing diesel trains through coastal estuaries with sensitive biological resources.

These alternatives will also increase noise and air pollution, as well as increase vibrations throughout the region. The DEIR on page 3.4-23 is completely devoid of any discussion of how the increased noise and vibrations could affect the lagoons and their inhabitants. These lagoons are ecologically sensitive and the additional train traffic from two rail lines through them is neither sensitive nor protective to the environment.

Insufficient Routing Alternatives

The DEIR is lacking in analyzing alternative alignments and routing options for the Oceanside to San Diego portion of the LOSSAN corridor. The DEIR alleges to use existing right of ways, yet there is no existing route option using the I-5 corridor. This multi-lane existing concrete structure should be examined as an alternative routing for the diesel trains, either on top of or underneath the I-5. I understand the concern about investments already made in tracks and stations north of San Diego along the proposed
Comment Letter AL074 Continued

Routing. But choosing a routing alternative based on those factors alone is negligent and poor planning. The current routing options fail to recognize and account for the uniqueness and preciousness of the few remaining Southern California Coastal Estuaries that these tracks are slated to travel through. Loss of any sewage of any of our remaining coastal lagoons or increased traffic through them should be avoided at all costs. CALTRANS should be taking proactive steps to avoid any future degradation to these coastal lagoons and also use this opportunity to remove current track encroachments.

Incomplete Analysis of Future Modal Transportation Alternatives in The LOSSAN Corridor

The DEIR is also limited in its discussion of the Modal Alternatives outlined on page 8-3. The DEIR modal alternatives are designed around the premise that increasing highway capacity for cars is the only future freeway use to transport passengers throughout the LOSSAN corridor, which would not require intensifying the use of passenger trains within the corridor. An example of future means of transportation is Bus Rapid Transit ("BRT"), approved locally by SANDAG and nationally by the Federal Department of Transportation. (See http://knowledge.dot.gov/ac/BusRt.cfm) There is nothing speculative or infeasible about analyzing BRT, which will be a regional alternative means of transportation that could serve as a feeder to the HST system outside of the LOSSAN corridor. In order to sufficiently examine future routing needs, a complete examination of additional modal possibilities in the LOSSAN corridor should be completed. The project engineers must recognize that HST and additional rail lines are many years off. When discussing possible modal alternatives to transport passengers some 15 plus years into the future, advancements in modal technologies must be addressed, or the environmental analysis will be unreliable at the time of implementation.

The DEIR's analysis of modal alternative potential effects on the biological resources of the lagoon (page 3.15-29) is insufficent in that it is based on current modal technologies. This section fails to account for new modal options and rises unjustifiably on increased private automobile traffic as the only future modal alternative.

Sincerely,

Scott H. Peters

SHP:rg
Response to Comments of Scott H. Peters, Councilman, First District, City of San Diego, August 31, 2004 (Letter AL074)

AL074-1
Please see standard response 6.42.1. Please also see standard response 2.30.1.

AL074-2
The focus of the HST system is on serving intercity passenger trips between regions. The Modal Alternative development focused on potential improvements of existing modes of intercity travel. Bus Rapid Transit (BRT) is under consideration for local and regional services primarily within regions. The co-lead agencies are not aware of efforts or proposals for use of (BRT) as a solution for intercity transportation needs.
Comment Letter AL075

Dear Mr. Morshed:

The Transbay Joint Powers Authority strongly supports the California High Speed Rail Authority’s (CHSRA) plan to build a California High-Speed Train System (CHSTS) capable of reaching speeds of 220 miles per hour. The projected High-Speed Train travel time from downtown San Francisco to downtown Los Angeles is 2 hours and 30 minutes or less. This system will have a significant positive economic and environmental impact on the State of California. We thank you for the opportunity to comment on your document. Please find our comments attached.

The Transbay Joint Powers Authority has been working diligently to advance the plans and implementation of the San Francisco terminus, the new San Francisco Transbay Terminal. The Transbay Terminal/Caltrain Downtown Extension/Radial Development Project Final Environmental Impact Statement/Environmental Impact Report was signed by the Federal Transit Administration on March 12, 2004, and certified by the three co-led agencies on April 22, 2004. The Transbay Terminal will provide a multi-modal facility designed to serve numerous bus passenger service providers as well as regional commuter rail and California High-Speed Rail.

In furthering our plans, we hired Parsons Brinckerhoff to conduct a simulation analysis to determine the feasibility of the conceptual plans for the terminal to meet the California High-Speed Rail Authority’s proposed operating plans. The study assumed a goal of 50 percent on-time performance with “zero minute” tolerances for on-time arrivals and departures at the San Francisco Terminal as described in the CHSRA Business Plan. The final draft was completed this month and concludes, “The feasibility of achieving this goal was supported through the dynamic simulation...”. It is our intent to design and construct the Transbay Terminal and rail extension to meet the anticipated demand for both high-speed and commuter rail service into downtown San Francisco.

We look forward to working with you in partnership in this important infrastructure program. Thanks will require our continued dialogue as projects proceed and the operating plans for the San Francisco Transbay Terminal, Caltrain and the California High-Speed Rail Authority are further developed.

Sincerely,

[Signature]

M. J. Ander
Executive Director

DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT (EIR/EIS) FOR THE PROPOSED CALIFORNIA HIGH-SPEED TRAIN SYSTEM (CHSTS)

Comments Regarding California High Speed Rail and the San Francisco Transbay Terminal

Review of the Draft Program EIR/EIS indicates limited mention of the San Francisco Transbay Terminal (SF TBT) in the document:

1. A bulleted sentence on p. 2-52 that identifies TBT and its function, and
2. A three-paragraph discussion on p. 6-17, which mentions a “conceptual operating plan that...proposed 66 trains (per day per direction - 132 total)” which could be served at SF TBT “assuming dedicated use of four tracks and two island platforms” but that with the six tracks and three platforms planned for SF TBT, “overall capacity available to accommodate HST and Caltrain service would need subsequent cooperative operations planning analysis to determine the most efficient mix and scheduling of services.”

Analysis of San Francisco Transbay Terminal

In August 2004 the Transbay Joint Powers Authority completed its Final Draft of the Transbay Terminal Station Evaluation conducted by Parsons Brinckerhoff, which evaluated the operational capacity of the Locally Preferred Alternative (LPA). The analysis assumed a peak one-hour service level of a maximum total of twelve trains per hour (six in and six out) each for CHSTS and Caltrain regional service. The analysis was based on the results of a terminal simulation model using the Berkeley Simulation Software – Rail Traffic Controller simulation model, the same simulation software system used to develop the system-wide model for the CHSTS.

A “generic” train set based upon the specifications and performance characteristics of a 400 meter Siemens type EMU high-speed train was used to simulate high-speed train movements. A consist composed of 6 coaches (including one cab car) and one MP-36 locomotive was used to simulate the Caltrain train movements.

The results of the analysis indicate it is feasible to achieve a goal of 98 percent on-time performance with “zero minute” tolerances for on-time arrivals and departures at the San Francisco Terminal. This conclusion was supported through the dynamic simulation of trains operating over the network and indicated that a system-wide on-time performance of 98 percent could be maintained for the 132 trains described in the California High-Speed Rail Authority (CHSRA) Business Plan.

Additional Comments Regarding CHSTS Terminal Operations

1. As part of the “subsequent cooperative operations planning” suggested in the EIR/EIS (p. 6-17), careful and detailed analysis of 2020 terminal operations is needed. This includes not just the utilization of platforms at the SF TBT, but also:
Comment Letter AL075 Continued

- Sequencing and timing of affected CHSTs and Caltrain consists into, at rest and out of the tail tracks.
- Sequencing, timing and track assignments of CHSTs and Caltrain consists over the SF TBT approach trackage, between the SF TBT and the existing line at 6th/Townsend, as well as beyond that point to and from any remote storage and servicing yard that more detailed operations planning indicates may be needed.
- Detailed design of all SF TBT terminal trackage—station tracks, tail tracks, approach tracks and associated special trackwork—to accommodate the operating requirements of both CHSTs and Caltrain.

We look forward to working with the CHSRA to develop operational plans that will address these and other related issues.

2. We are concerned about the suggestion that there could or should be more than one westbay terminal. The Transbay Terminal is ideally located and positioned to serve this function, and has been configured to accommodate it. Additional analysis and discussion of the feasibility of creating a CHSTs station at Fourth and King Streets needs to be provided and needs to address current plans for the Transbay Terminal/Caltrain Downtown Extension, which will reconstruct this facility.

3. Reference Table 2-H-4a: Bay Area to Merced—High Speed Train Alignment:
   Under “Intermodal Conditions”, please add Golden Gate Transit and Santrans to the list of regional carriers that would access the Transbay Terminal Station. Also, please indicate that with the proposed subsurface connection between the Terminal and Market Street, BART and MUNI Metro would be similarly served.

4. Operations Report Figure 2, a string chart, is defined as “illustrating” the weekday service plan between San Diego and San Francisco from 4:30 a.m. to 1:00 p.m. However, Figure 2 appears to contradict the Schedule shown in the CHSRA Business Plan, which shows all trains terminating in San Francisco. This discrepancy should be clarified and corrected.
Response to Comments of Maria Ayerdi, Executive Director, Transbay Joint Powers Authority, August 31, 2004 (Letter AL075)

AL075-1
Acknowledged.

AL075-2
Acknowledged.

AL075-3
Acknowledged. The Authority and the FRA look forward to continuing to work in cooperation with the Transbay Joint Powers Board.

AL075-4
The Authority has identified the Transbay Terminal as the preferred location for a potential HST terminus station to serve San Francisco. Please refer to Chapter 6A of the Final Program EIR/EIS.

AL075-5
Acknowledged. In the Final Program EIR/EIS Table 2-H-4a in Appendix 2-H has been revised to reflect the additional connections.

AL075-6
Acknowledged. The figure is illustrative only, and was not used in the Draft Program EIR/EIS. It has no explicit influence on the information presented on the conceptual service plan in the Program EIR/EIS. The technical reports will not be revised as part of preparing the Final Program EIR/EIS.
Comment Letter AL076

California High-Speed Train Final Program EIR/EIS
Response to Comments

AL076

High Speed Rail Authority
Draft Program EIR/EIS Comments
August 31, 2004
Page 2

3. The issue of vibration is not adequately addressed in the report. Concerns remain regarding the potential for vibration impacts on adjacent structures. Based on the information in the report, at this time it is not possible to determine the extent of potential vibration impacts.

4. The "Traffic and Circulation" analyses contained in this document are too cursory and not meaningful. There are anticipated changes in the surrounding road system that need to be addressed in the evaluations. More detail regarding the assumptions and methodologies used in the traffic analyses is required so that the City of Tustin will be able to review this document. For example, the EIR/EIS indicates growth factors were applied to existing traffic counts, but since the study area is adjacent to the developing Tustin Legacy project, standard growth rates are not likely to be applicable. Therefore, the analyses may be inaccurate.

Thank you again for the opportunity to provide comments on the Draft Program EIR/EIS. The City of Tustin would appreciate receiving notification of the Final EIR documents with the responses to our comments when they become available.

If you have any questions regarding the City's comments, please call me at (714) 973-3016 or Doug Anderson, Senior Project Manager - Transportation, at (714) 973-3172.

Sincerely,

Scott Reekers
Senior Planner

U.S. Department
of Transportation
Federal Railroad
Administration
Response to Comments of Scott Reekstin, Senior Planner, City of Tustin, Community Development Department, August 31, 2004 (Letter AL076)

AL076-1
The commentor's concerns are acknowledged. The Authority has identified a preferred HST system that includes direct service to Irvine in Orange County along the LOSSAN corridor option between Los Angeles and Orange County. This option assumes shared operations with other passenger services and separation from freight with 4 total tracks (2 for passenger rail services and 2 for freight) between Los Angeles and Fullerton. South of Fullerton the alignment would be two tracks with additional passing tracks at intermediate stations. The electrified HST would need to share tracks (at reduced speeds) with non-electric Metrolink commuter rail, Surfliner intercity service and occasional freight trains (there are fewer freight operations south of Fullerton). Shared use improvements to the LOSSAN corridor would be considerably less costly (about $2.25 billion less) and would have considerably fewer environmental impacts than a new dedicated alignment along the UPRR Santa Ana line. This alignment would increase connectivity and accessibility to Orange County, California’s second most populated county, and the transportation hubs of Anaheim and Irvine. Improvements to the LOSSAN corridor would provide a safer, more reliable, energy efficient intercity mode to serve Orange County and Southern Los Angeles County while improving the safety, reliability, and performance of the “Metrolink” regional commuter, and “Surfliner” intercity service because of the fully grade separated tracks, separation from freight, and a state-of-the-art signaling and communications system. The HST service would greatly increase the capacity for intercity and commuter travel and reduce automobile traffic. Environmental impacts would be minimized since this alignment utilizes the existing LOSSAN right-of-way. Noise impacts from existing operations could be reduced due to the elimination of horn noise and gate noise from existing rail services as a result of adding grade separations at existing grade crossings.

AL076-2
Acknowledged. The Final Program EIR/EIS states the benefit of grade separations along the existing LOSSAN corridor in general and does not single out the grade crossing at Red Hill Avenue. To the extent that the grade separation at Red Hill Avenue, or at any other location, is completed by others prior to the implementation of the proposed HST system, the potential noise and traffic safety benefits would not be attributed to the HST system.

AL076-3
Acknowledged.

AL076-4
Vibration levels associated with HST are relatively lower than the levels associated with conventional passenger and freight trains due to the lighter weight of HST equipment and the high standard of track construction and maintenance required for high-speed operations. Vibration impacts are highly site-specific in nature. These issues will be addressed further during subsequent project level environmental review, based on more precise information regarding location and design of the facilities proposed (e.g., specific
alignment, track and trackbed construction, soil types, type and design of proximate structures, etc.). The more detailed engineering associated with the project level environmental analysis will allow the Authority to further investigate ways to avoid, minimize and mitigate potential impacts.

**AL076-5**

The Program EIR/EIS traffic analysis was completed at a regional level of detail based on regional modeling data. Should the HST program move forward site-specific intersection traffic analysis will be required as part of subsequent project level studies. Should the HST proposal move forward, the Authority would work closely with the City of Tustin and others to ensure use of appropriate information and methodologies in analyzing potential traffic impacts and to ensure consideration of appropriate access improvements to minimize and mitigate potential traffic impacts.
Comment Letter AL077

WHEREAS, on January 28, 2004, the California High Speed Rail Authority (Authority) and the Federal Railroad Administration (FRA) unveiled the Draft EIR/EIS proposing a high-speed train system for intercity travel in California as the preferred alternative to meet California's travel demands; and

WHEREAS, the study shows a proposed 700-mile high-speed train system could carry up to 68 million passengers by 2020 linking major metropolitan centers of San Francisco and Sacramento in the north, through the Central Valley (including a stop in the City of Fresno), to Los Angeles and San Diego in the south; and

WHEREAS, California's burgeoning population will reach 50 million by 2030, 11 million new residents in the next 15 years, and existing transportation systems can't meet demand. Expansion of existing infrastructure requiring 3000 new miles of highway lanes and nearly 60 new gates and five new runways would still be insufficient for future travel projections and demands; and

WHEREAS, since 1988 the Authority has thoroughly studied, analyzed, reviewed and evaluated dozens of potential routes and corridors throughout California on the basis of capital, operating and maintenance costs, travel time; and engineering, operational and environmental constraints. Corridors were evaluated on a regional basis before selecting the alternatives for further study for servicing the Bay Area; and

WHEREAS, the development of intercity high-speed trains will increase efficiency and fully integrate and coordinate with other modes of local transit connecting with existing airports and transit terminals, easing growing demand on congested highways and airports providing passengers with a new, safe choice for travel and offer better access to underserved areas around the state; and

WHEREAS, high-speed rail offers significant environmental benefits such as reducing energy use and dependence on petroleum, less land use and access than needed for highway and airport expansion, reducing air pollutant emissions thereby improving air quality, and lessened impacts on sensitive habitats, wetlands helping to protect California's environment for future generations; and

WHEREAS, building a high-speed rail system will create local and statewide jobs and strengthen California's economy by creating 450,000 new jobs by constructing permanent rail lines and multi-modal train stations which will create economic engines for local economies and is two to three times cheaper than expanding highways and airports; and

WHEREAS, California's infrastructure must be improved to meet current and future needs; and

WHEREAS, statistics show a 2:1 return on investment to build the system serving San Francisco as a jobs, commerce, and travel center.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Fresno as follows:

1. The high-speed rail is technically, environmentally, and economically feasible as outlined in the studies and EIR/EIS and once constructed would be operationally self-sufficient; and

2. The Authority is commended for their work involving the statewide public hearing process to finalize the EIR/EIS process and high-speed rail proposal.
**Comment Letter AL077 Continued**

STATE OF CALIFORNIA  
COUNTY OF FRESNO  
CITY OF FRESNO  

I, REBECCA E. KLIBSCH, City Clerk of the City of Fresno, do certify that the foregoing resolution was adopted by the Council of the City of Fresno, at a regular meeting held on the 13th day of August, 2004.

| AYES | Royajam, Calhoun, Hayes, Perez, Sterling, Castillo |
| NOES | None |
| ABSENT | Duncan |

| Mayor Approval: | N/A | 2004 |
| Mayor Approval/No Return: | N/A | 2004 |
| Mayor Vote: | N/A | 2004 |
| Council Override Vote: | N/A | 2004 |

REBECCA E. KLIBSCH  
City Clerk

APPROVED AS TO FORM:  
CITY ATTORNEYS OFFICE

BY:  
Deputy

BY:  
Jaqueline S. Sanchez  
Chief Assistant City Attorney

JCS/m (DRAFT/ Miller) 08-08-04
Response to Comments of Rebecca E. Klisch, City Clerk and James C. Sanchez, Chief Assistant City Attorney, City of Fresno (Resolution No. 2004-298), September 1, 2004 (Letter AL077)

AL077
Acknowledged.