

## Mailbox: Nov. 30, 2006

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### **BART Costs**

**Robert S. Allen**

**Former BART Director**

Tim Hunt's column in Sunday's Herald falsely claimed that BART construction costs over \$100 million per mile. BART trackway at grade in a freeway median in 2006 dollars should cost about \$12 million/mile, including ballasted double track, traction power, train control, ductwork, and barriers/fencing.

BART to SFO cost much more, because it was mostly in a costly subway (over my strong objections at the time). Had it been built at grade along the abandoned SP branch instead of in tunnel, it would have cost about \$500 million less.

BART trackway about 5-1/2 miles to West Livermore should cost about \$65 million - less than the cost of ACCMA's planned limo lane using Alameda County money mainly to speed Central valley carpoolers home. Even with the cost of land (much of it already in public ownership), freeway changes, transit vehicles, one station, special trackwork (e.g., crossovers) and "implementation" (e.g., engineering, environmental analysis/mitigation), BART to Livermore is quite reasonable.

Extending BART trackway about 6 miles more (when I-580 is widened) to east Livermore (near the truck scales) and an ACE intermodal on the abandoned SP roadbed east of Greenville should cost about \$75 million more. There it would be poised for future extension to Mountain House, Tracy, and a possible California High Speed Rail-line connection.

Until BART rail comes, let's get a freeway-oriented express bus to BART meeting every train, at least during commute hours. It's dirt cheap and should pay for itself from the fare box.

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### **Nuclear Weapons**

**Beverly M. King**

**Livermore**

Complex 2030 is a guise for the Department of Energy to build new nuclear weapons. Using the term Renewable Replacement Warheads, which implies maintenance of existing weapons, new nuclear weapons designs are planned to be developed every five years.

Just one of the National Nuclear Security Administration (NASA) objectives reads: "Design, develop, certify, and complete first production units of refurbished or replacement warheads in a frequency that both sustains the stockpile and exercises the supporting infrastructure and critical skill."

This objective defeats the Nonproliferation Treaty, increases the dangers of radioactive materials wherever they are, threatens the environment and all life. The Livermore Lab is one of the proposed sites.

To learn more please attend the public hearings on December 12 in Livermore at the Robert Livermore Community Center, 4441 East Ave., from 11:30 a.m. to 6:30 p.m. and at 6:00 p.m. to 10:00 p.m. in Tracy at the Tracy Community Center, 950 East St. Your presence influences the government's decisions.

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### **Jet Port Letter**

**Dennis H. Vied**

**Livermore**

Evelyn Murphy's "Jet Port: letter about the impact of Air Taxis on the traffic at Livermore Airport, and the effect of making it a "commercial" airport is balderdash. I've been in the Air Taxis business, and the frequency of operation is less than we currently experience with business jets. Furthermore, these jets (VLJs) are smaller and quieter, having benefited from later design technology favoring quieter engines.

It's impossible to predict the traffic level accurately, because these operations are "on call," as opposed to scheduled airline operations. Consequently, there is no comparison to a "commercial" airline type operation. The sky is not falling, Henny Penny.

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## The Election

### Janet Linfoot Pleasanton

This letter is a knee-jerk response to two that appeared in your Mailbox section on Nov. 23.

Diane McIntyre penned a scalding indictment of you and your paper and launched a verbal attack on the mayor you supported for re-election as well as on the voters who re-elected her.

In the same vein, Herbert Marshall agreed with his "erudite young daughter" that "the masses are asses."

Question: Is Ms. McIntyre as incensed at the "foul language" employed by the Marshall girl as she is by the mayor's use of the identical word in an email response to a Mr. Dan Carl? (Details below).

Perhaps that gentleman will display the same dogged determination in finding Mr. Brozosky's missing email as he did in digging through that of the mayor. Mr. Carl eventually emerged from that herculean task with the triumphant announcement about the "A-word" email. However, we are still waiting for Mr. Carl to publish the message he sent to her which triggered the "A-word" response. These are of course matters of earth-shaking importance.

Question: Is Mr. Carl's "triggering" email to the mayor in some unknown area along with Mr. Brozosky's missing email? When pressed, Mr. Brozosky offered many different explanations and theories, ranging from vague to incredible; as confusing as some of Ms. McIntyre's assertions.

Question: If her charges are valid, how on earth could a foulmouthed, anti-global warming advocate who supports green causes and energy conservation for her own financial gain; who gets her jollies from flinging quail to her captive "falcon" and solicits money (even, "cold hard cash" of all things) for her campaign fund have the audacity to even run for office, much less get elected and re-elected?? The shame of it all.

Even worse, she managed this last campaign with a measly \$25,000 or so in funds, while her opponent solicited over \$75,000, including big time bucks from out-of-towners for the would-be mayor, who based his race on the theme, "All about Pleasanton." How nice of those non-Pleasanton big companies to support a citizen dedicated solely to his community. And how strange that Mr. Brozosky's soliciting campaign resulted in over \$75,000 in funding; this for a candidate who steadfastly proclaimed his opposition to this current type of funding. It must be disheartening to lose to an opponent such as the one Ms. McIntyre describes under these circumstances.

Question: Ms. McIntyre, how could Jennifer profit from the gas exploration and petroleum stocks you say she owns by supporting green causes, crusading against global warming and encouraging alternatives to the use of gas and oil? Is there something I don't know about the rule of supply and demand? Please enlighten me. My fax no./phone no. is 925-846-4708.

Question: Ms. McIntyre, has Steve accepted any "cold hard cash" for his campaign fund?

Question: When did a red tailed hawk become a falcon? I'm really fascinated by this little gem.

Question: Is it possible that our "asinine masses" based their votes on issues and performance records?

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## Pombo's Highway

### William Wills Livermore

This is regarding your Editorial on Richard Pombo's Highway proposal in the November 23, 2006 edition.

I am probably one of many to blame for this new freeway proposal. Over the last several years I have written numerous letters to the various newspapers in the area and to many of our local, state and federal representatives urging them to build another east-west freeway from the Central Valley to San Jose. Only after sending my proposal to the Modesto Bee was some action taken. Many of the commuters in the Central Valley could use another E-W freeway to help alleviate the mess we now have on I-580 and I-680. Richard Pombo championed this idea and should be congratulated for truly representing his constituents.

Your Editorial was also in error in stating that the new freeway would be built in the Hwy 152 corridor. Pombo's proposal would start the freeway near the rest stop where I-5 and I-580 meet. Then it would proceed over the hills into San Jose. It should be noted that CalTrans has already surveyed this route.

Some other reasons for another freeway are very logical; what happens if there were a major natural disaster or a terrorist incident in the Bay Area? How are you going to evacuate thousands of people? I-580 was shut down for a few hours subsequent to the Jan. 1980 earthquake on the Greenville Fault.

I am willing to bet that even most residents in the Tri-Valley would support a new freeway to help alleviate the congestion on I-580.

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