



Comments at Public Hearing on HOV Gap Closure EIS/EIR
July 31, 1997

I am Stephen Gale representing Fair, Isaac and Company. We are a high tech company providing decision support solutions for the banking, insurance, direct mail marketing and health care industries, with offices located in San Rafael.

Fair, Isaac is planning to build a new headquarters in Downtown San Rafael which will house as many as 1,300 employees. This \$ 90 MM project will have occupancy starting in January of the year 2000. About two thirds of these 1,300 employees will come down from Novato, Petaluma and Santa Rosa and will face difficult commutes every day. It is on their behalf that I urge you to close the gap in the HOV lanes through San Rafael as soon as possible.

Fair, Isaac strongly supports the Southbound HOV Lane project as proposed in the Draft EIS/EIR. This is a fundable project which can be completed by the summer of 2002. This project will reduce the travel times experienced by our employees commuting South to our new Headquarters during the morning peak hours by as much as 15 minutes. For commutes that already last up to an hour, this will be a significant improvement over the current condition.

It is our understanding that closing the gap in the Northbound HOV lane as proposed in the Ultimate Project would cost an additional \$ 100 million over and above the cost of the Southbound HOV Lane. With such a price tag, it could take 25 years to complete the Northbound HOV Lane in this manner. With this in mind, Fair, Isaac strongly encourages Caltrans to evaluate the feasibility of a Reversible HOV Lane as an alternative to the Ultimate Project as described in the EIS/EIR. If a Reversible HOV Lane would require significantly less funding to be completed, then it presents a more desirable approach as compared to the Ultimate Project contained in the EIS/EIR.

For those of us who travel to work in San Rafael from points north, waiting until 2002 for completion of a Southbound HOV Lane project is difficult enough. However, not completing that project when funding is available is unthinkable. Fair, Isaac strongly supports the Southbound HOV Lane project as proposed in the Draft EIS/EIR. We urge you to close the gap in the HOV lanes through San Rafael as soon as possible.

120 NORTH REDWOOD DRIVE
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TEL: 415.472.2211 FAX: 415.492.9381



August 21, 1997

Ms. Susan Simpson
California Department of Transportation
Office Chief for Environmental Planning North
111 Grand Avenue Oakland, CA 94623-0660

RE: Comments on DEIR for Highway 101 HOV Gap Closure Project in
San Rafael

Dear Ms. Simpson:

Fair, Isaac is a high tech company which has been located in San Rafael since 1956. We provide decision support solutions for the banking, insurance, direct mail marketing and health care industries.

Fair, Isaac and our development partner, Village Properties, are planning to build a new headquarters in Downtown San Rafael which will house as many as 1,300 employees. This \$ 90 MM project will be constructed in phases with the first phase being completed in the year 2000. About two thirds of the employees most likely to use Highway 101 are expected to come from Northern San Rafael, Novato, Petaluma and Santa Rosa, and will face difficult commutes every day. On the behalf of these employees, Fair, Isaac urges CalTrans to close the gap in the HOV lanes in both directions through San Rafael as soon as possible.

Fair, Isaac provides the following comments and suggestions for changes to be incorporated in response to the Draft EIR.

Southbound HOV Lane Project

Fair, Isaac strongly supports the Southbound HOV Lane project as proposed in the Draft EIS/EIR. This is a fundable project which can be completed by the summer of 2002. This project will reduce the travel times experienced by our employees commuting South to our new Headquarters during the morning peak hours by as much as 15 minutes. For commutes that already last up to an hour, this will be a significant improvement over the current condition.

Fair, Isaac would like to suggest that CalTrans consider the following in response to the Draft EIR to help assure that the Southbound HOV Lane is completed in the year 2002:

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- 1) Contact the affected residential and commercial property owners as soon as possible to facilitate the acquisition of the needed right-of-way in a fair and equitable manner. It is important that those who are displaced or adversely affected by the project are made whole;
- 2) Evaluate the feasibility of reducing the proposed right-of-way acquisition along West Francisco Boulevard from 70 feet to 55 feet to minimize the negative impacts on the businesses located along West Francisco Boulevard;
- 3) Evaluate the potential problems with reflective noise from the proposed soundwalls and make every effort to achieve a 10 to 1 ratio between the width of the freeway and the height of the proposed parallel sound walls to minimize the potential for reflective noise;
- 4) Evaluate the feasibility of increasing the use of absorptive materials, "green walls" with built in landscaping, and berms combined with shorter soundwalls and extensive landscaping to reduce the visual impacts of the soundwalls and improve their effectiveness in mitigating freeway noise;
- 5) Consider relocating the soundwall to the west side of the NWP railroad rightof-way along Brookdale Avenue to eliminate a potential security problem;
- 6) Work closely with the U. S. Corps of Engineers and the Bay Conservation and Development Commission (BCDC) to develop measures to mitigate the impacts of the project on wetlands and water habitats which are appropriate and acceptable to these two agencies; and
- 7) Work closely with the appropriate Federal, State, and local agencies. to insure that the removal of toxic materials along the newly acquired right-of-way does not encounter problems which could delay the implementation of the project. It is critically important that this work be done in a safe and effective manner.

Northbound HOV Lane Project

It is our understanding that closing the gap in the Northbound HOV lane as proposed in the Ultimate Project would cost an additional \$ 100 million over and above the cost of the Southbound HOV Lane. With such a price tag, it could take 25 years to complete the Northbound HOV Lane in this manner. With this in mind Fair, Isaac strongly encourages CalTrans to evaluate in the final EIR the feasibility of a Reversible HOV Lane as an alternative to the Ultimate Project as described in the EIS/EIR.

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If a Reversible HOV Lane is evaluated in the final EIR, that alternative must have adequate exits at San Rafael to accommodate the needs of both residents and businesses located in the City.

In conclusion, Fair, Isaac is pleased to submit these comments for inclusion in the final EIR.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephen Gale". The signature is fluid and cursive, with a large initial "S" and "G".

Stephen Gale
Project Manager

Cc: Diane Steinhauser (CalTrans)