

Willow Glen Trestle

Larry Ames

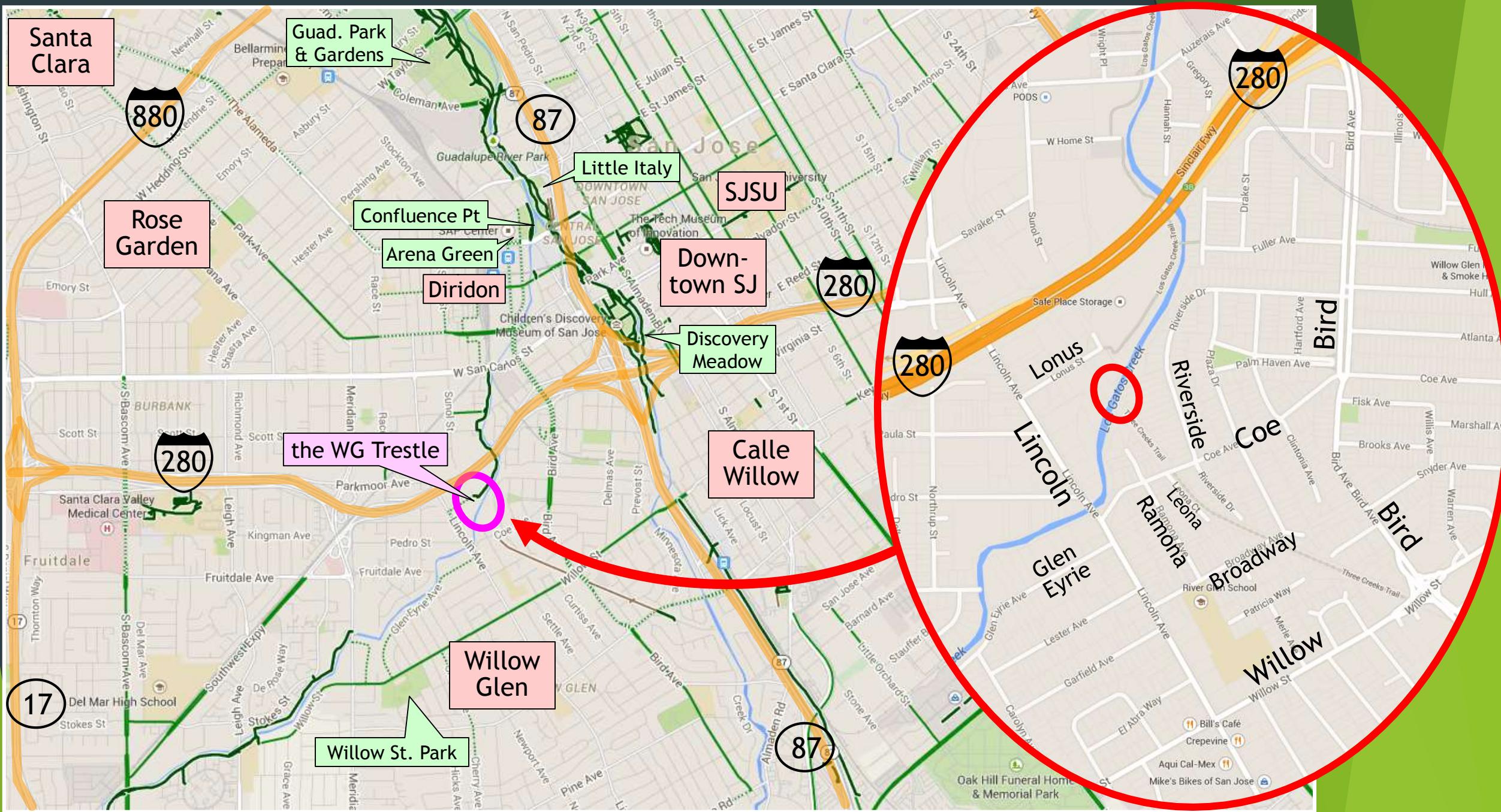
and the Friends of the WG Trestle

www.WGTrestle.org

March 2, 2015

The Willow Glen Trestle





Santa Clara

Guad. Park & Gardens

87

Little Italy

SJSU

Rose Garden

Confluence Pt

Arena Green

Diridon

Down-town SJ

280

Discovery Meadow

280

Lincoln

Gatos Creek

Riverside

Coe

Bird

the WG Trestle

Calle Willow

Lincoln

Ranona

Leona

Glen Eyrie

Broadway

Bird

17

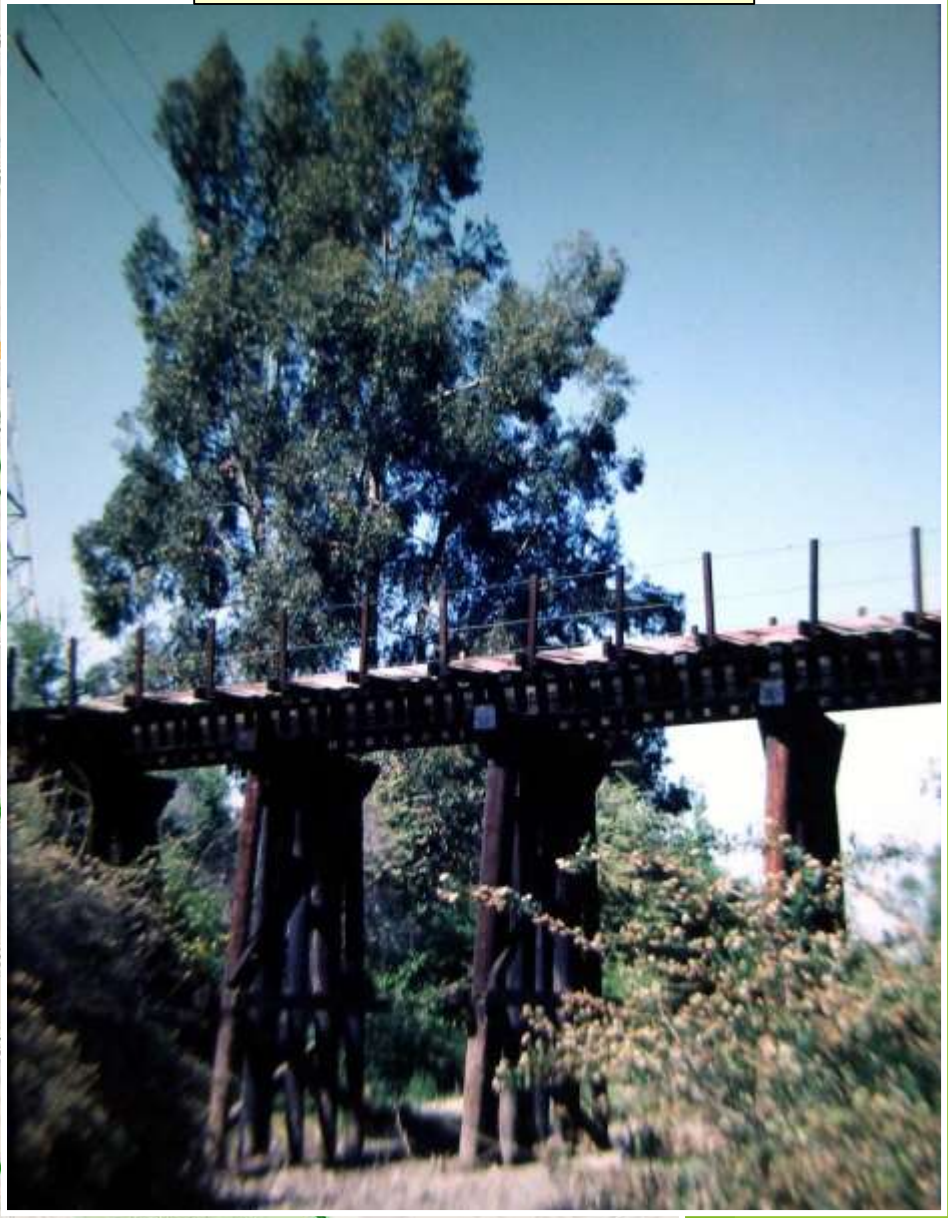
Willow Glen

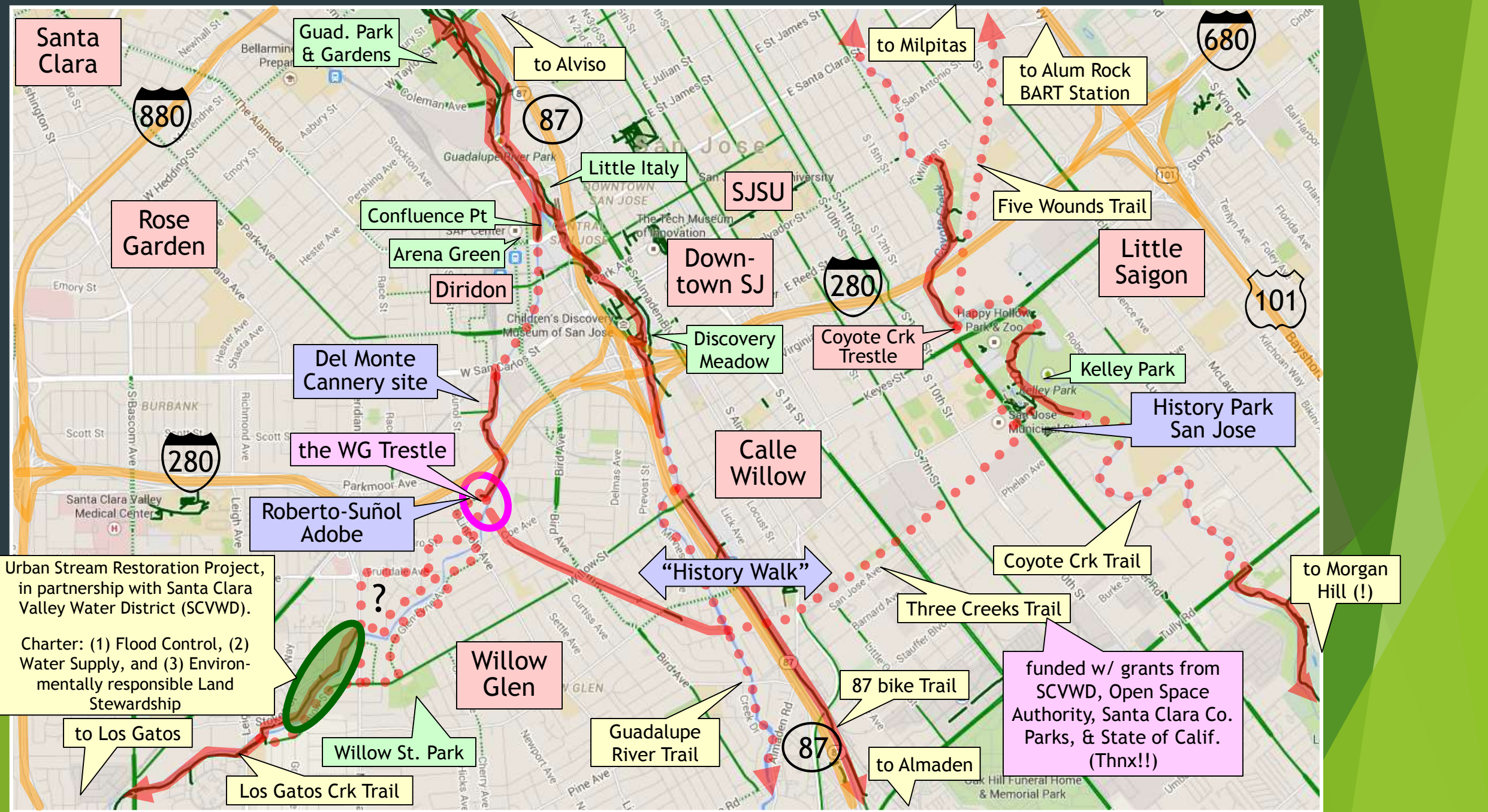
Willow St. Park

87

Willow

WG Trestle in 1984





Santa Clara

Guad. Park & Gardens

to Alviso

to Milpitas

to Alum Rock BART Station

Rose Garden

Confluence Pt

Arena Green

Diridon

Down-town SJ

Five Wounds Trail

Little Saigon

Del Monte Cannery site

Discovery Meadow

Coyote Crk Trestle

Kelley Park

History Park San Jose

the WG Trestle

Calle Willow

Roberto-Suñol Adobe

"History Walk"

Coyote Crk Trail

to Morgan Hill (!)

Urban Stream Restoration Project, in partnership with Santa Clara Valley Water District (SCVWD).

Charter: (1) Flood Control, (2) Water Supply, and (3) Environmentally responsible Land Stewardship

to Los Gatos

Willow Glen

Three Creeks Trail

funded w/ grants from SCVWD, Open Space Authority, Santa Clara Co. Parks, & State of Calif. (Thnx!!)

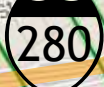
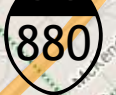
Willow St. Park

Guadalupe River Trail

87 bike Trail

to Almaden

Los Gatos Crk Trail



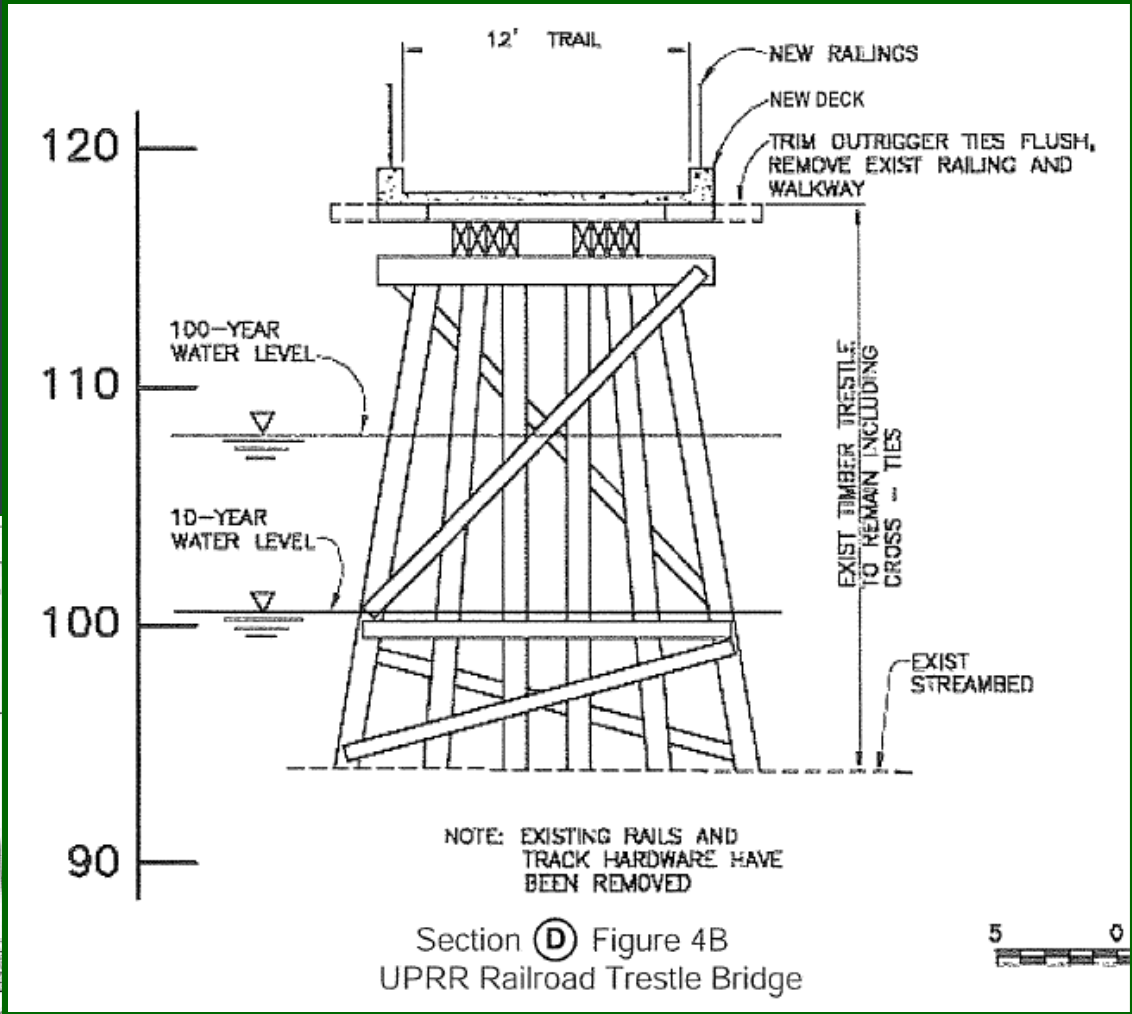
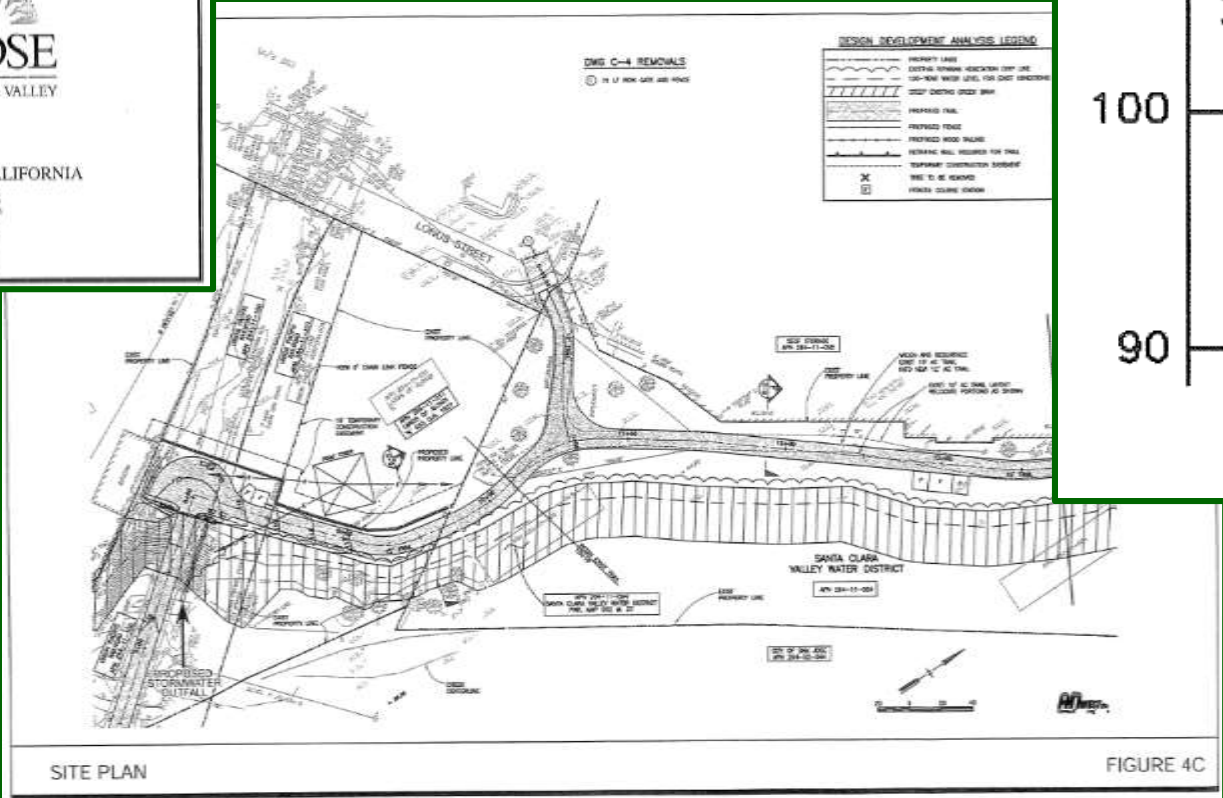
2004 Master Plan

Mitigated DRAFT FINAL
INITIAL STUDY/
NEGATIVE DECLARATION

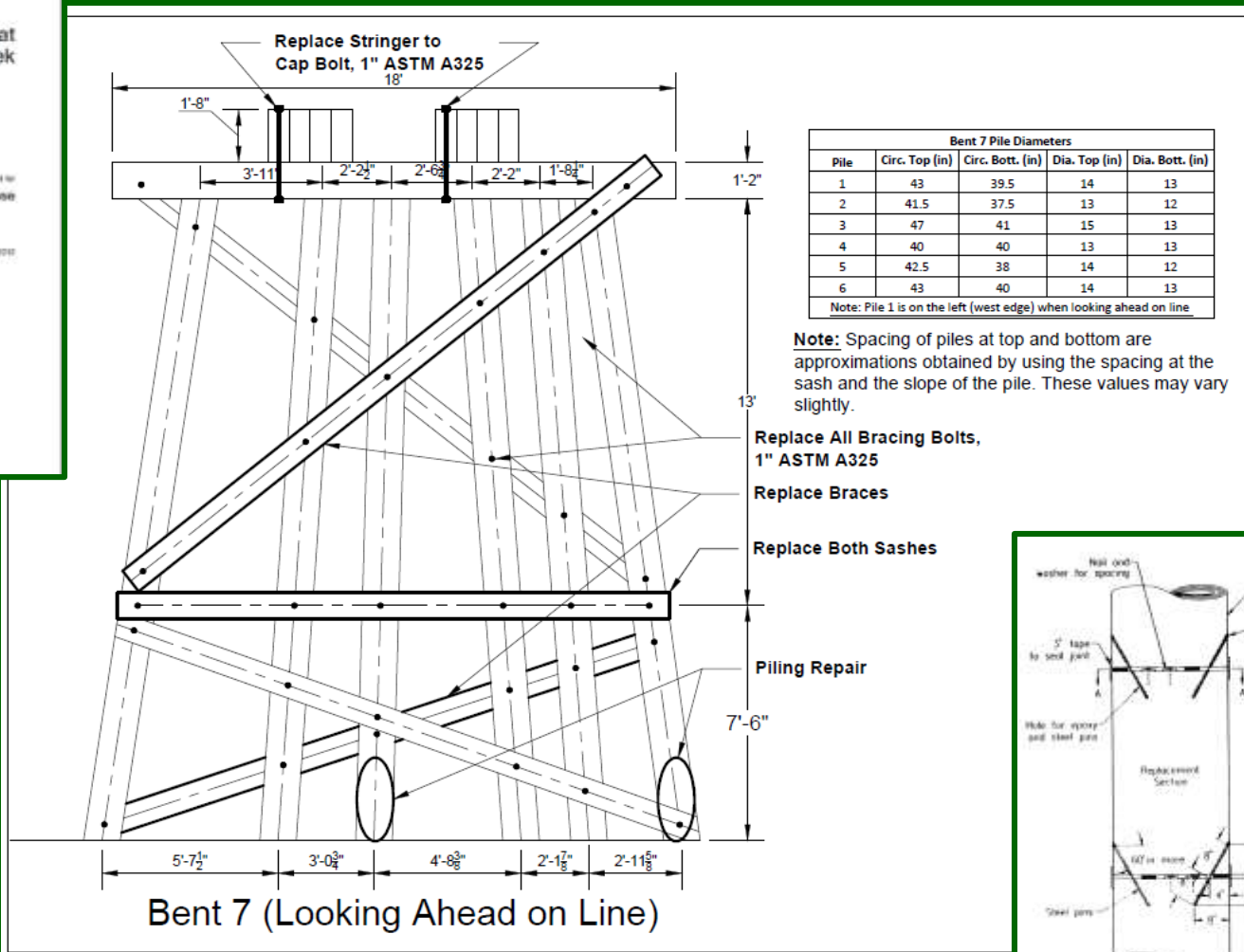
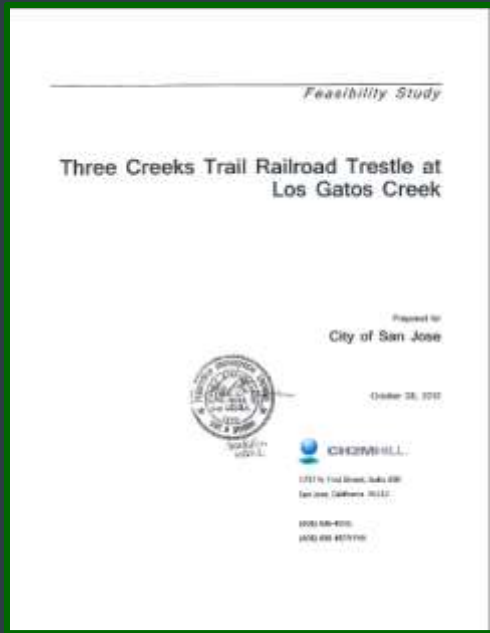
LOS GATOS CREEK TRAIL,
REACH 4
COE AVENUE TO
AUZERAIS AVENUE

CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

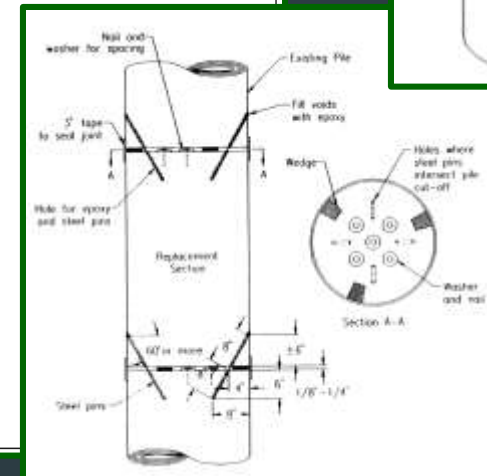
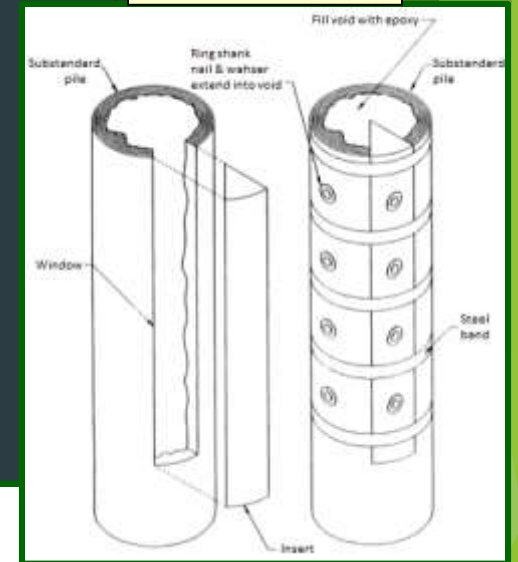
CITY OF SAN JOSE, CALIFORNIA
JUNE
MAY 2004
PP04-01-014



2012 City-Commissioned Engineering Report



details of simple repairs



Restoration Plans were derailed

- ▶ City departments are set up to procure and install standard-model items
 - ▶ Departments do not have the capacity to include old & historic structures that have significance to the community: even they recognize that they “don’t do history” well
 - ▶ Thought that nobody knew or cared about the old trestle - it wouldn’t be missed...



Restoration Plans were derailed

- ▶ City departments are set up to procure and install standard-model items
 - ▶ Departments do not have the capacity to include old & historic structures that have significance to the community: even they recognize that they “don’t do history” well
 - ▶ Thought that nobody knew or cared about the old trestle - it wouldn’t be missed...
- ▶ City has limited budget for maintenance
 - ▶ New items are easier to maintain: it’s better to spend \$10 of “other people’s money” than \$1 from a Dept. Budget
 - ▶ But either way, that money comes from us, the taxpayers...
- ▶ The Consultant was hired by the City, and, like any business, they want to keep their customers happy
 - ▶ Sensed wish to justify new bridge, so the trade matrix was “tweaked” and then used to justify desired finding in the Executive Summary
- ▶ Recommendation was brought to Council for decision just days before arbitrary deadline for major grant
- ▶ Council: the decision has been made; can’t waste time reconsidering.

We and the community are pleased to support the City as it works with Senator Jim Beall on extending and using this grant.

Sometimes it is worth the effort to reconsider something important.

It’s not too late to save the WG Trestle!

Public input?

- ▶ The public was never given an opportunity to discuss the decision
 - ▶ There have been various official presentations and working group meetings, but all were limited to discussing design details of the new bridge, never whether there was the wish or need to replace the existing trestle.
- ▶ City released the “Initial Study / Mitigated Negative Declaration” (IS/MND), Nov. 2013
 - ▶ Public was invited to comment, BUT...
 - ▶ since this was just an IS/MND and not an Environmental Impact Report (EIR), there was no requirement that public questions be addressed -- and they weren't
- ▶ In order to get an opportunity for public comment, the Friends of the Willow Glen Trestle had to sue the City.

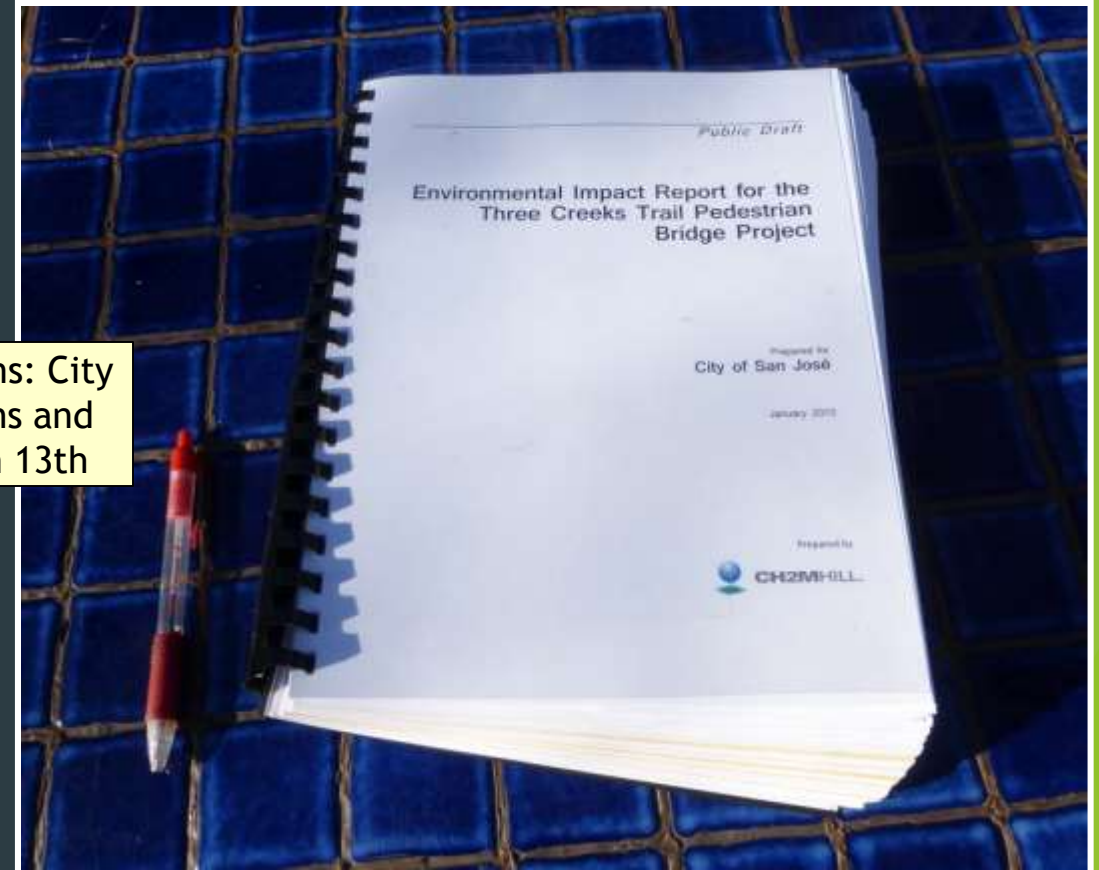
As a result of our successful lawsuit, City has had to prepare an EIR.

Draft Environmental Impact Report (DEIR)

- ▶ 512 pages total:
1.5" thick (double-sided), weight: 3 lbs 10 oz
 - ▶ Online at www.sanjoseca.gov/index.aspx?NID=2434
 - ▶ Send comments to John Davidson at john.davidson@sanjoseca.gov by March 13th, 2015.

Now is the time to ask questions: City is required to address concerns and questions submitted by March 13th

- ▶ The DEIR describes two alternatives:
 - ▶ “Project Alternative” -- the new prefab bridge; and
 - ▶ “Retrofit Alternative” - the preserved trestle.
 - ▶ It is filled with good technical information, although some important details are missing...
- ▶ And the DEIR’s “Executive Summary” mischaracterizes the report’s findings, and continues to recommend the prefab bridge
- ▶ The final decision is to be made by the City Council.



Now is the time to write to the Mayor and all the Councilmembers!
Sign our petition!
Make phone calls!

Quick Summary of the DEIR

- ▶ Fire
- ▶ Flood
- ▶ Toxics
- ▶ Estimated Life
- ▶ Construction time
- ▶ Historic Significance
- ▶ Inspection and Maintenance
- ▶ Total Cost
- ▶ Use of an Unweighted Trade Matrix

Fire

- ▶ The trestle is constructed of old-growth redwood - very fire resistant (as evidenced by it still standing after 90+ years)
- ▶ Retrofit plans include sprinkler system, alarm system, and fire-retardant treatments
- ▶ Fire fighters have ready access over the full length of the trestle, and there are three fire stations within two miles of the trestle
- ▶ While steel doesn't burn, it does lose its strength when heated to brush-fire temperatures
- ▶ The steel bridge is a truss structure, and, like a chain, it is only as strong as the weakest link: the whole bridge could collapse
- ▶ The proposed steel bridge doesn't even include any fire-protection measures - no sprinklers, no alarms, and no debris and brush removal

you can see it for yourself

the wood may char, but it's structurally fine

the metal sagged in the heat: a steel structure would have collapsed

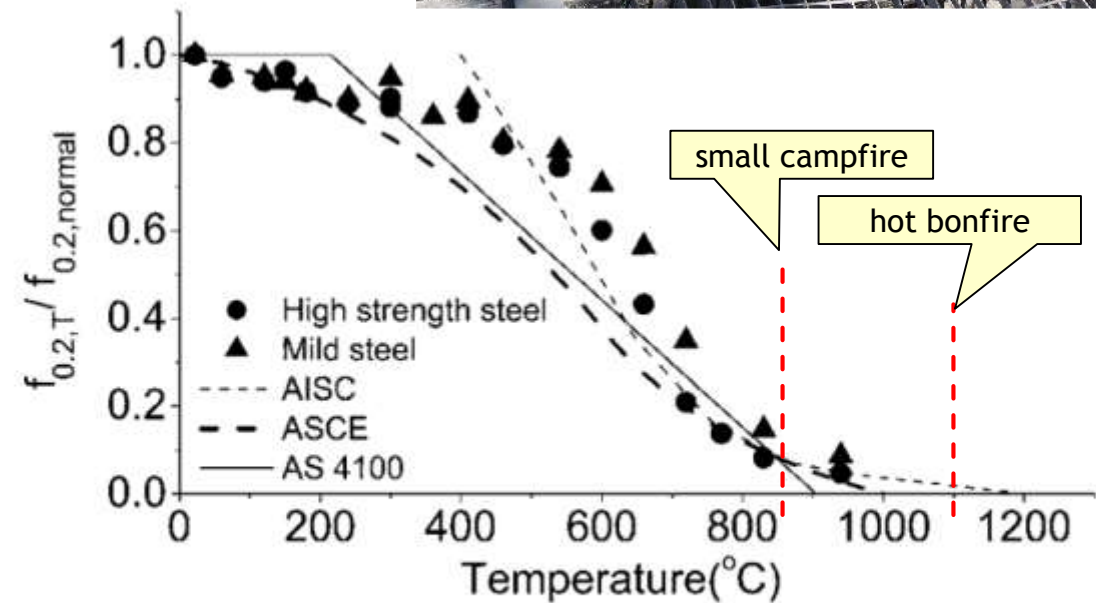
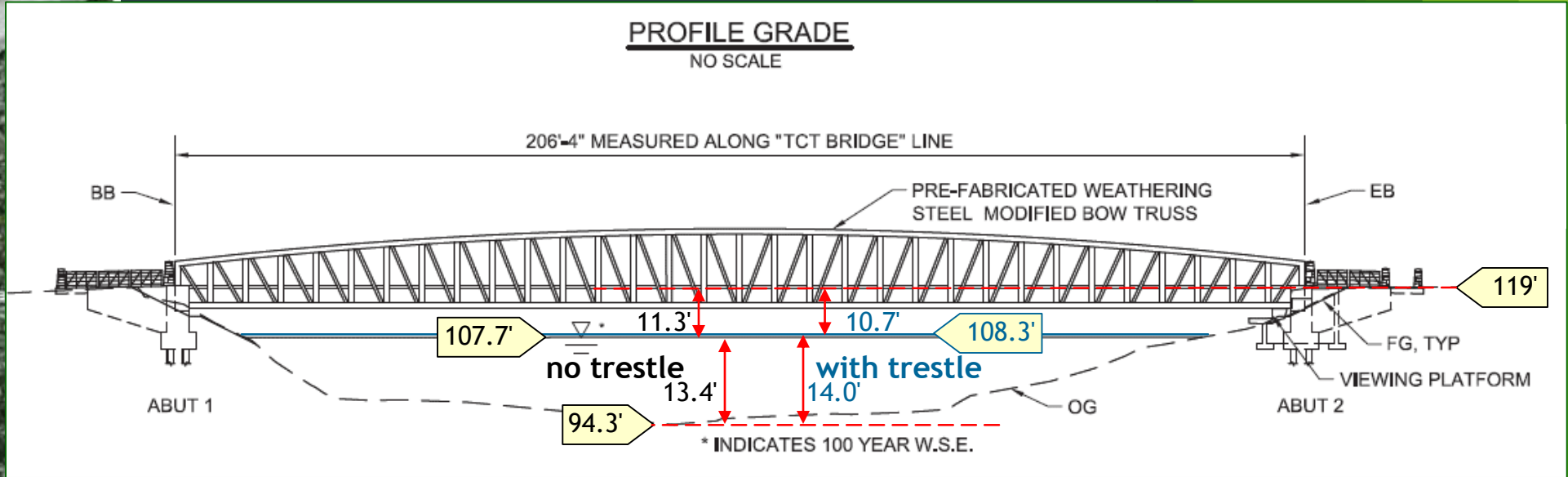
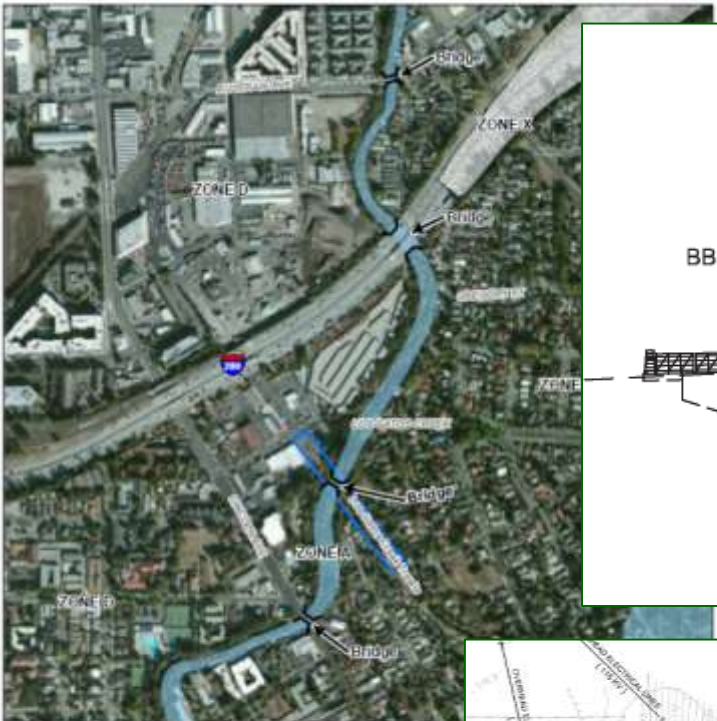


Fig. 5. Comparison of reduction factors of 0.2% yield strength predicted by AISC, ASCE, and AS 4100 with test results

Fire Precautions

- ▶ The DEIR recommends the removal of debris and tree limbs within 25' of trestle
 - ▶ A reasonable precaution
 - ▶ Should also be done for other bridges across town (but isn't)
 - ▶ Should also be done for prefab steel bridge, to reduce probability of metal heat yield
- ▶ DEIR Executive Summary penalizes the "Retrofit Alternative" because of this tree trimming
 - ▶ Doesn't mention that prefab steel bridge requires clearing of trees to make 20 ft. wide access road on upstream side, and that nearby trees on downstream side are nearly all invasive exotics that need to be removed regardless
- ▶ The "Project Alternative" should be scored equal or inferior to the "Retrofit Alternative", since the Retrofit Alternative includes a sprinkler system and debris removal, and the Project Alternative doesn't.

Impact on stream flow, with trestle in place



SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD
 The 1% annual flood (100 year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, AX, X, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A - Moderate Flood Elevations Determined
 ZONE AO Flood depths 1 to 3 feet. Base flood elevations are determined.

OTHER FLOOD AREAS
 Areas of 0.2% annual chance flood, areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile, and areas identified by laws from 1% annual chance flood.

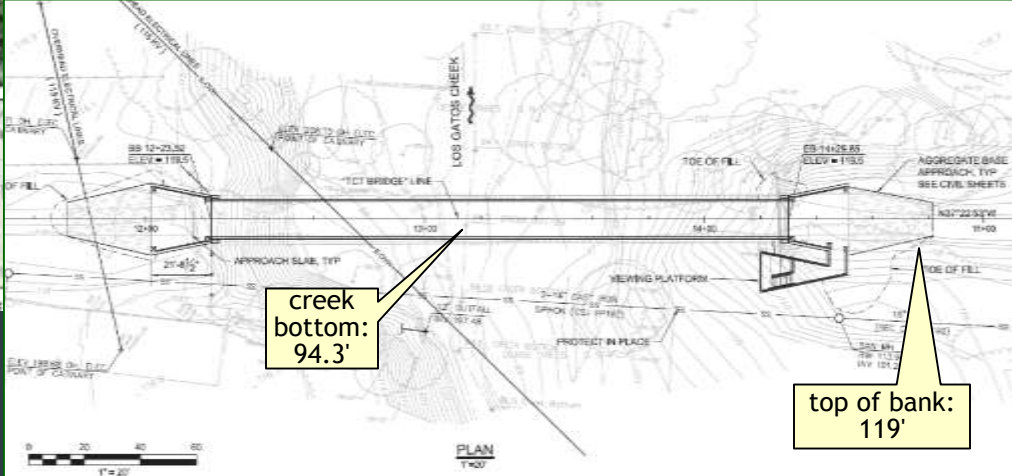


TABLE 3.9-2
 Summary of Hydraulic Effects under Flood Conditions

Stationing	Approximate Distance from Trestle	Alternative	Water Surface Elevation (feet) ^a	Velocity (fps) ^b	Top Width (feet) ^c
76+82	142 feet upstream	Existing Conditions	108.4	4.8	258.2
		Proposed Project	107.7	5.4	244.0
75+50	10 feet upstream	Existing Conditions	108.3	4.3	175.5
		Proposed Project	107.7	4.6	173.3
75+40		Existing Trestle/Proposed Three Creeks Trail Pedestrian Bridge			
75+30	10 feet downstream	Existing Conditions	107.7	4.6	173.3
		Proposed Project	107.7	4.6	173.3

^aWater surface elevation is measured in feet and is based on North American Vertical Datum 1988.
^bVelocity refers to the average velocity in the channel.
^cTop width refers to the top width of the water surface at the elevation specified.

“Less than significant”

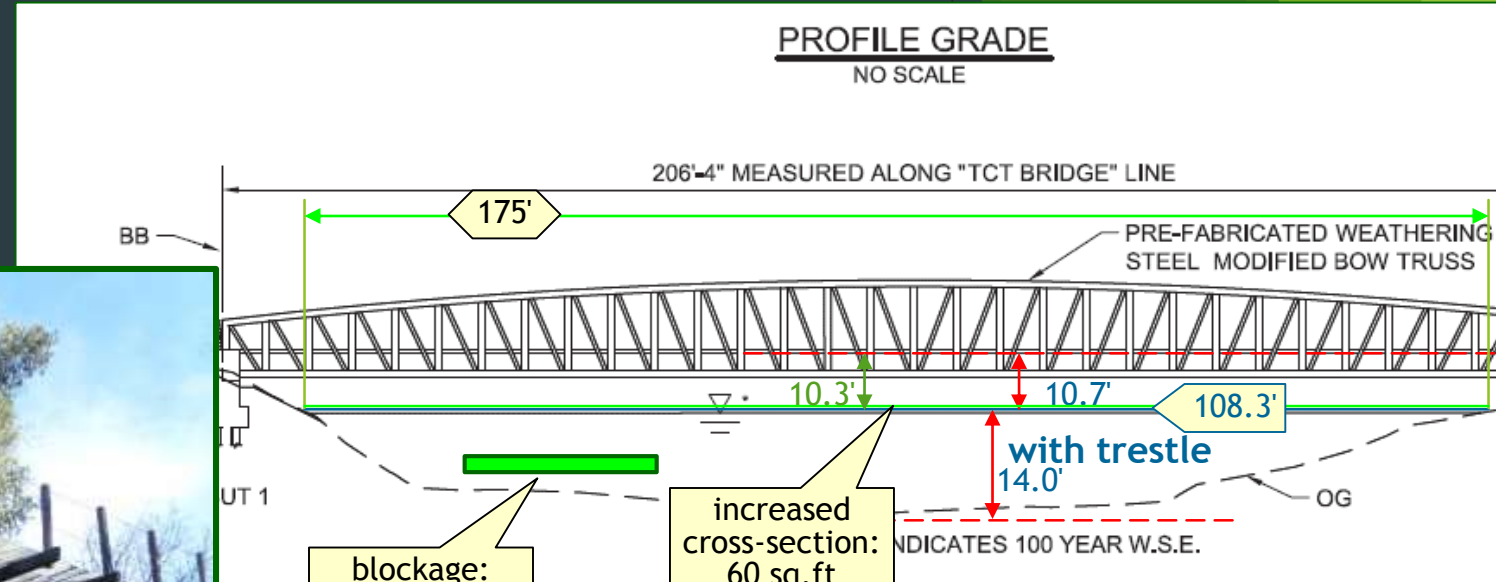
flood level w/ trestle

flood level, no trestle

creek bottom: 94.3'

top of bank: 119'

Blockage by stream-borne debris



blockage:
60 sq.ft

increased
cross-section:
60 sq.ft
=175' x 0.35'

a snagged fallen tree
raises the flood level
by about 4 inches



fallen tree:
~2' dia, 30' long

blockage:
60 sq.ft

Toxics

Appendix D Ecological Toxicology Report

- ▶ “Studies in both terrestrial (e.g., railroad ties) and aquatic (e.g., pier pilings) environments have shown significant decreases in creosote and PAH releases from treated wooden structures within 5 years or less of placement. The pilings comprising the Three Creeks Bridge are, for the most part, not new (the bridge itself was built in 1921) and are likely well past the point where meaningful quantities of creosote constituents (particularly the more soluble and toxic LPAHs) are leaching into the environment - either to the creek or to its terrestrial, riparian margins. ... Our current knowledge of the behavior of creosote and its constituents in older creosote-treated wooden structures suggests that leaving the pilings of the Three Creeks Bridge in place will not pose a risk to terrestrial or aquatic receptors. Conversely, if removal is contemplated, this same knowledge clearly indicates that pile removal projects must deploy best management practices (BMPs) to avoid or mitigate the possibility of temporarily increasing PAH levels in soils or sediment as a consequence of the physical disturbance of pilings.”

Translation:
Leave the old pilings alone: they're not hurting anything, but disturbing them might.

Expected Lifetime

Table 16: Alternative Comparison Matrix

Three Creeks Trail Railroad Trestle

PEDESTRIAN BRIDGE DESIGN ALTERNATIVE																			
Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance				Inspection	Cost	Time to Completion		Expected Lifespan		Neighborhood Aesthetics		Environmental Permitting		Rating Total	Overall Present Value**	
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Estimated Cost	Rating			Bi-Annual	Description	Rating	Description	Rating	Description	Rating	Description			Rating
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,848**	1	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,848**	3	30-50 years with regular maintenance.	3	25-40 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.	1	Some in the community desire to have the structure remain a trestle. As such, this alternative receives 3 points.	3	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	15	\$ 1,756,798.00
Alternative 2 Trestle Rehab with Concrete Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	Concrete decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	\$40,000.00 Every Five Years Note: Total present value over 40 years is \$164,156**	2	30-50 years with regular maintenance.	2	30-50 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.	1	Some in the community desire to have the structure remain a trestle. As such, this alternative receives 3 points.	3	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	17	\$ 1,592,478.00
Alternative 3 Replacement with Pre-fabricated Truss	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	Replacement with pre-fabricated steel truss. No decking required.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	Most of the structural elements can be inspected without any special equipment. As weathering steel is used there is no paint to inspect and with a concrete deck, the underside of the truss is mostly protected. Two people could complete this inspection in a couple of hours.	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	1	75 years.	2	75 years. Note: No replacement at 40 years needed.	3	While this does not salvage the trestle, aesthetics could be made pleasing. Staining the concrete deck to resemble the old track could be done. Also, railroad themed signs could be incorporated at the approaches.	2	Similar to the retrofit options, a new Initial Study, a new CEQA document, and new permits would likely be required. The replacement option, however, would have slightly larger environmental impacts. For full details, see the Environmental Consistency Memo (Appendix F).	2	19*	\$ 1,648,884.00

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value. The total rating is the sum of the individual scores and the highest score is selected as the alternative of choice.

***Recommended Option:** Based on analysis of the table above, we recommend Alternative 3 (Replacement with pre-fabricated truss). While there appears to be some community sentiment to keep the existing trestle, it is the most difficult to maintain and inspect. The trestle would require more maintenance of the structure as well as the stream bed than the prefabricated replacement would. In addition, the trestle would have an inspection process that would require more effort and therefore an increased bi-annual cost. The pre-fabricated truss bridge would be the best option for the city based off of overall return on investment (if some sort of streambed maintenance costs were to be included). If it is decided that the trestle should remain then it is our recommendation that the second alternative (trestle rehab with concrete decking) be selected as this option helps to protect the substructure from accelerated water damage.

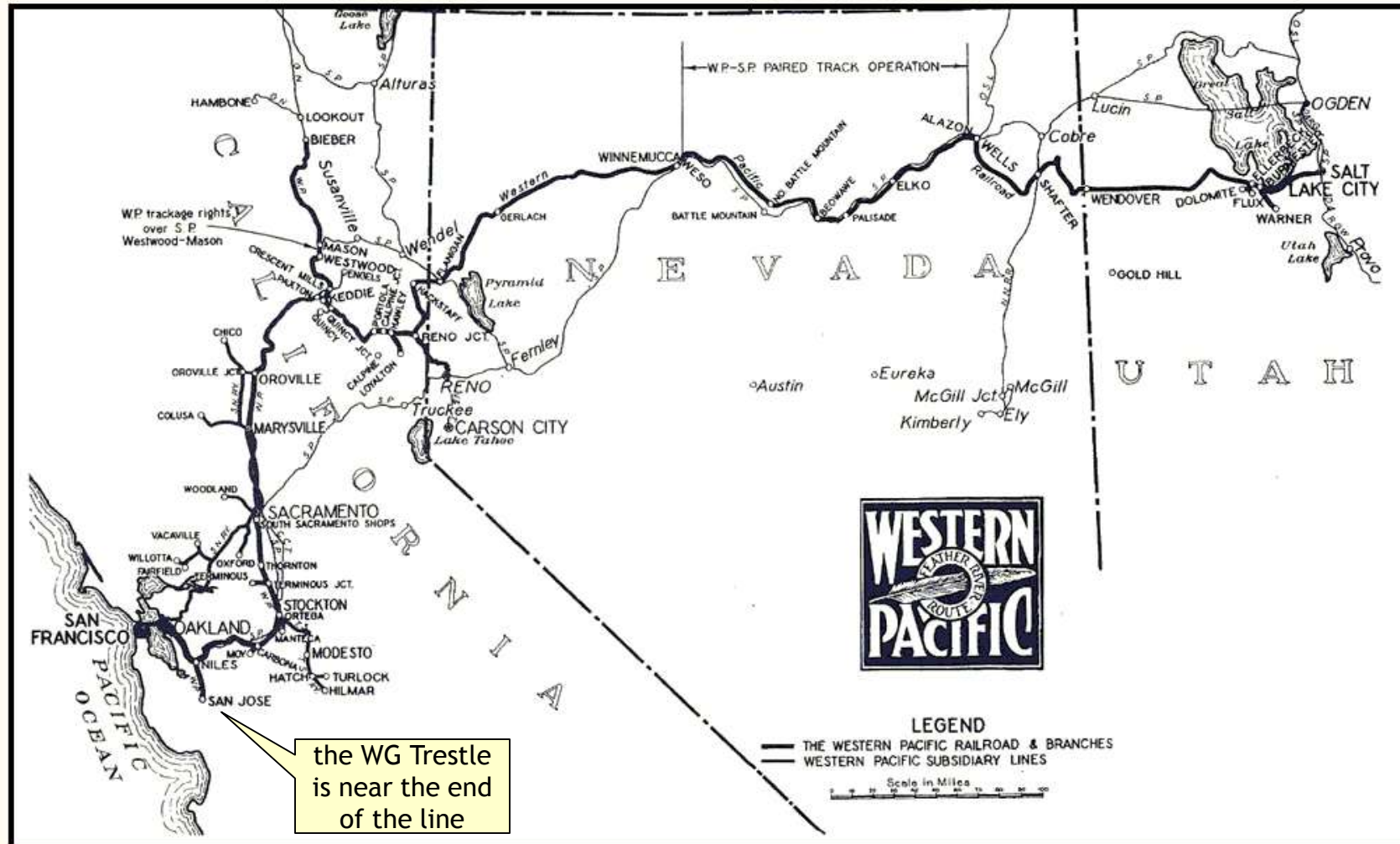
**These estimates were calculated assuming a 3% rate of return on investment over 40 years (the approximate retrofit useful life). Inflation was not taken into account and the values reported are in terms of 2012 US Dollar value. These estimates are intended to be used as guidance when comparing the overall cost for each alternative that could be expected if the City were to pay all costs everything for the next 40 years by investing a sum of money today.

Construction Time

- ▶ Restored Trestle: “Completion of the retrofit project is expected to require 5 months of construction, approximately the same as the proposed project.” (DEIR, p. 6-3)
- ▶ Prefab Replacement Bridge: “Construction is expected to begin in summer 2015, and last for approximately 7 months.” (DEIR, p. 2-2)

Historic Significance: The Western Pacific Railroad

WP SYSTEM MAP

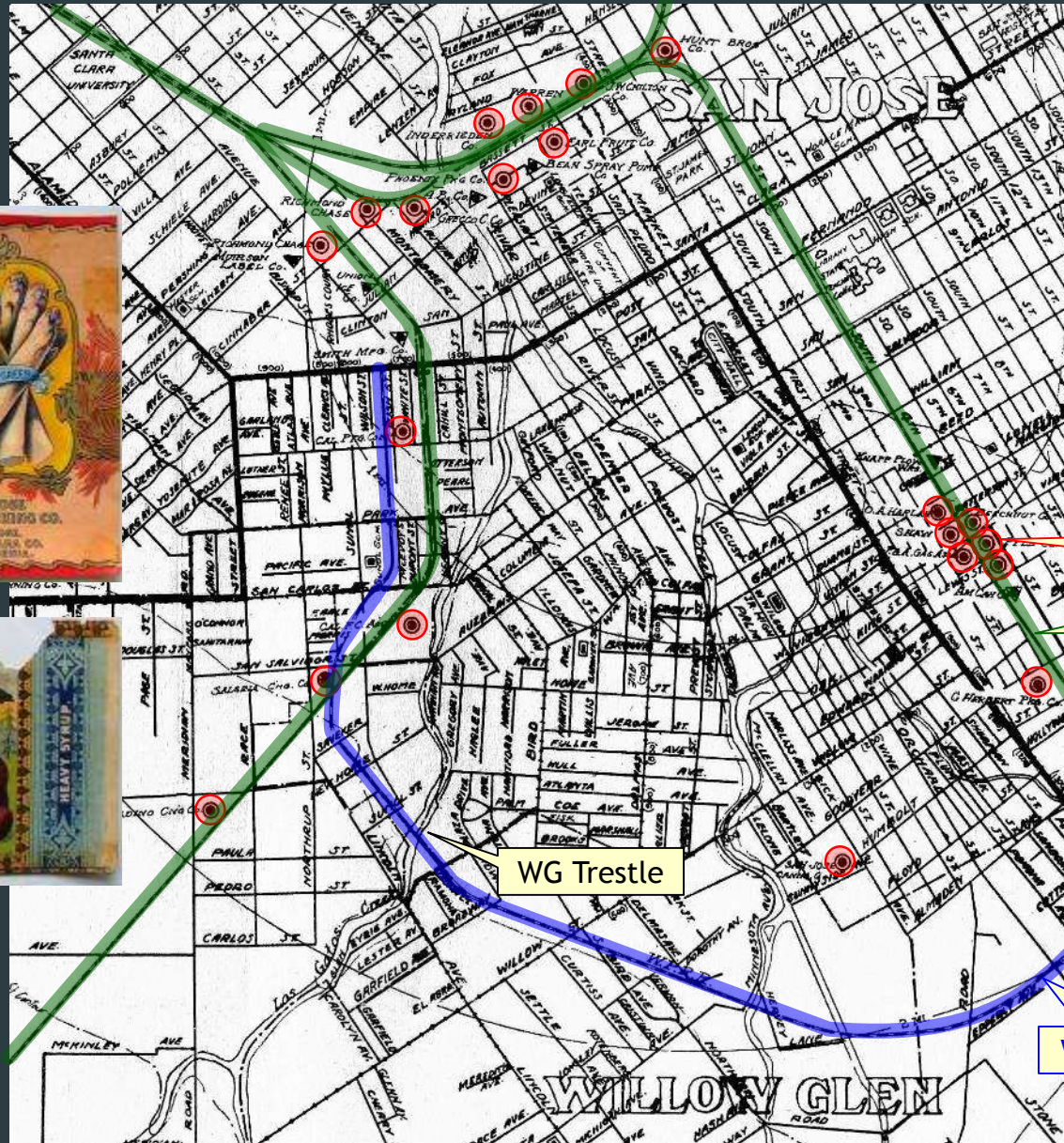


San José and Willow Glen in 1928

first fruit packing in Santa Clara Valley: 1871.



the Del Monte brand first shipped in 1917



canneries

Southern Pacific

WG Trestle

Western Pacific

in 1927, Southern Pacific shipped 699,002 tons of dried fruit from the area, and Western Pacific shipped 44,781 tons

not too shabby, given how many of the canneries were by the SP line...

Town of WG was founded in conflict w/ railroads



Historic Significance



The History Report in the DEIR says that train trestles are **common** and nothing special, that they're everywhere, and not worth saving

The DEIR says that **this** is a **trestle!**
“The Goat Canyon Trestle in San Diego County -- the largest wooden railroad trestle in the world! Made out of redwood beams, over 600 feet long & over 180 feet high! However, getting there involves traveling over rough terrain: off-roading to a remote trailhead, committing a whole day to hiking in and hiking out, and possibly breaking the law.” *



* quote from LastAdventurer.com

* image from DEIR



Maybe it **is** worth saving our local trestle: it might not be impressive in a National sense, but it is easily accessible, and it is meaningful to us who live here in San José.

The SJ Historic Landmark Commission was never able to agendize the WG Trestle for recognition.

The DEIR does not include the “tally sheet” customarily used in evaluating structures that may be of local significance

Inspection

Table 16: Alternative Comparison Matrix

Three Creeks Trail Railroad Trestle

PEDESTRIAN BRIDGE DESIGN ALTERNATIVE											
Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance				Inspection				Construction
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Estimated Cost	Rating	Bi-Annual	Post-Seismic (Magnitude ≥ 5.0)	Bi-Annual Inspection Cost	Rating	Cost
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,848**	1	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Decking and substructure need to both be checked for signs of rot, insects, fungus, and failed connections.	This inspection effort can vary depending upon the magnitude of the earthquake. Likely to take 3-4 days with a crew of two people to cover all elements of the bridge. Ladders and safety gear are needed.	\$5,000.00 Every Other Year Note: Total present value over 40 years is \$57,788**	1	\$1,090.00 Note: Market prices can make this vary from -20% to +40%. Design effort option is considered.
Alternative 2 Trestle Rehab with Concrete Decking	concrete deck on restored trestle: "Retrofit Alternative"				\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	This inspection effort can vary depending upon the magnitude of the earthquake. Likely to take 3-4 days with a crew of two people to cover all elements of the bridge. Ladders, safety gear, hammers, drills, and oak dowels (to plug drill holes) are needed.	\$4,000.00 Every Other Year Note: Total present value over 40 years is \$46,230**	2	\$959,000.00 Note: Market prices can make this vary from -20% to +40%. Design effort option is considered.
Alternative 3 Replacement with Pre-fabricated Truss	replace the trestle w/ a prefab steel bridge: "Project Alternative"				\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	Most of the structural elements can be inspected without any special equipment. As weathering steel is used there is no paint to inspect and with a concrete deck, the underside of the truss is mostly protected. Two people could complete this inspection in a couple of hours.	This inspection could likely be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.	\$1,000.00 Every Other Year Note: Total present value over 40 years is \$11,558**	3	\$1,637.32 Note: Market prices can make this vary from -20% to +40%. Design effort for this due to geotechnical investigation.

Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.

This inspection effort can vary depending upon the magnitude of the earthquake. Likely to take 3-4 days with a crew of two people to cover all elements of the bridge. Ladders, safety gear, hammers, drills, and oak dowels (to plug drill holes) are needed.

\$4,000.00
Every Other Year
Note: Total present value over 40 years is \$46,230**

Most of the structural elements can be inspected without any special equipment. As weathering steel is used there is no paint to inspect and with a concrete deck, the underside of the truss is mostly protected. Two people could complete this inspection in a couple of hours.

This inspection could likely be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.

\$1,000.00
Every Other Year
Note: Total present value over 40 years is \$11,558**

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value. The total rating is the sum of the individual scores.
*Recommended Option: Based on analysis of the table above, we recommend Alternative 3 (Replacement with pre-fabricated truss). While there appears to be some community well as the stream bed than the prefabricated replacement would. In addition, the trestle would have an inspection process that would require more effort and therefore an increase in streambed maintenance costs were to be included). If it is decided that the trestle should remain then it is our recommendation that the second alternative (trestle rehab with concrete decking) be selected.

**These estimates were calculated assuming a 3% rate of return on investment over 40 years (the approximate retrofit useful life). Inflation was not taken into account and the values are in current dollars. The values are based on the alternative that could be expected if the City were to pay all costs everything for the next 40 years by investing a sum of money today.

Maintenance

Table 16: Alternative Comparison Matrix

PEDESTRIAN BRIDGE DESIGN ALTERNATIVE							Three C			Expected Lifespan			Neighborhood				
Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance				Bi-Annual	Rating	Description	Rating	Description	Rating	Description	Rating	Description		
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Estimated Cost	Rating											
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,816**	1	Inspection two people with 25 ft ladders, safety hammers, a drill, and dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	Minimal due to use of concrete	Concrete decking will help protect the substructure from water and rot. Repair of elements is less frequent than with the IPE option. However, seismic damage is still a factor.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Some in the community desire to have the structure remain a trestle. As such, this alternative receives 3 points.	3	CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	15	\$ 1,756,798.00
Alternative 2 Trestle Rehab with Concrete Deck	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	2	Concrete decking will help protect the substructure from water and rot. Repair of elements is less frequent than with the IPE option. However, seismic damage is still a factor.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Inspection two people with 25 ft ladders, safety hammers, a drill, and dowels (to plug drill holes). Expect one full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	Concrete deck on restored trestle: "Retrofit Alternative"	Concrete decking will help protect the substructure from water and rot. Repair of elements is less frequent than with the IPE option. However, seismic damage is still a factor.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Some in the community desire to have the structure remain a trestle. As such, alternative receives 3 points.	3	CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	15	\$ 1,756,798.00
Alternative 3 Replace Trestle with Prefab Steel Bridge	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	3	None	None	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	Most of the steel elements can be replaced without a full day of work. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	replace the trestle w/ a prefab steel bridge: "Project Alternative"	Minimal due to use of weathering steel truss and concrete deck	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	While this does salvage the trestle, aesthetics could be made pleasing. Staining the concrete deck to resemble the old track could be done. Also, railroad themed signs could be incorporated at the approaches.	2	document, and new permits would likely be required. The replacement option, however, would have slightly larger environmental impacts. For full details, see the Environmental Consistency Memo (Appendix F).	2	19*	\$ 1,648,884.00

The community, thru the San José Parks Foundation, has already raised several years' worth of maintenance...

Is it realistic to assume that the steel bridge is going to go for 40 or more years with no maintenance at all?

concrete deck on restored trestle: "Retrofit Alternative"

replace the trestle w/ a prefab steel bridge: "Project Alternative"

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best. ***Recommended Option:** Based on analysis of the table above, we recommend Alternative 3 (Replacement with prefabricated steel bridge) as the best option for the city based off of overall return on investment (if some sort of streambed maintenance costs were to be included). If it is decided that the trestle should remain then it is our recommendation that the city should invest in the trestle to maintain and inspect. The trestle would require more maintenance of the structure as well as the stream bed than the prefabricated replacement would. In addition, the trestle would have an inspection cost that the steel bridge would not have. The steel bridge would be the best option for the city based off of overall return on investment (if some sort of streambed maintenance costs were to be included).

**These estimates were calculated assuming a 3% rate of return on investment over 40 years (the approximate retrofit useful life). In the case of Alternative 3, the \$0.00 estimate is based on the assumption that the city would pay all costs everything for the next 40 years by investing a sum of money today. Dollar value. These estimates are intended to be used as guidance when comparing the overall cost for each alternative.

Cost Plus

Table 16: Alternative Comparison Matrix

Three Creeks Trail Railroad Trestle

Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance		Annual Maintenance Cost		Construction/Design Cost		Lifespan	Rating	Description	Rating	Overall Present Value**
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Annual Cost	Rating	Cost	Rating					
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair braces or insole found, can be a large event.	\$959,000.00	1	\$1,090,000.00 Note: Market prices can make this vary from -20% to +40%. Design effort for this option is considered medium.	1	30-50 years with regular maintenance.	3	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	\$ 1,756,798.00
Alternative 2 Trestle Rehab with Concrete Decking	Concrete deck on restored trestle: "Retrofit Alternative"	2	Concrete deck on restored trestle. Substructure checks similar to alternative one. Deck needs to be inspected primarily for signs of cracking or water infiltration.	Most of the structural inspection could likely be done in a day or two.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	\$4,000.00 Every Other Year Note: Total present value over 40 years is \$46,230**	2	30-50 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.	1	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	\$ 1,592,478.00
Alternative 3 Replacement with Pre-fabricated Truss	replace the trestle w/ a prefab steel bridge: "Project Alternative"	1	Fastest in field construction time. The trestle removal could be done in 2 weeks and the new bridge could be open within 2 months of construction start. However, due to prefabricating lead times and submittal reviews this option can take about 4.5 months total.	Most of the structural inspection could likely be done in a day or two.	\$0.00 Every Five Years	1	\$1,000.00 Every Other Year Note: Total present value over 40 years is \$10,000**	1	75 years. Note: No replacement at 40 years needed.	3	While this does not salvage the trestle, aesthetics could be made pleasing. Staining the concrete deck to resemble the old track could be done. Also, railroad themed signs could be incorporated at the approaches.	2	\$ 1,648,884.00

to make the Retrofit Alternative look more expensive, they toss in the cost of an extra bridge!

Note: Market prices can make this vary from -20% to +40%. Design effort for this option is considered medium.

Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.

concrete deck on restored trestle: "Retrofit Alternative"

replace the trestle w/ a prefab steel bridge: "Project Alternative"

Note: Market prices can make this vary from -20% to +40%. Design cost is highest for this due to need for geotechnical investigations.

Total: \$1,592,478

Total: \$1,648,884

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the highest rating. ***Recommended Option:** Based on analysis of the table above, well as the stream bed than the prefabricated replacement would. In streambed maintenance costs were to be included). If it is decided that the trestle should be replaced, the prefabricated truss bridge alternative (trestle rehab with concrete decking) be selected as this option helps to protect the substructure from accelerated water damage.

**These estimates were calculated assuming a 3% rate of return on investment over 40 years. Information was not taken into account and the values reported are in terms of 2012 US Dollar value. These estimates are intended to be used as guidance when comparing the overall cost for each alternative that could be expected if the City were to pay all costs everything for the next 40 years in money today.

Unweighted Trade Matrix

Table 16: Alternative Comparison Matrix

Three Creeks Trail Railroad Trestle

Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance				Inspection				Construction/Design Cost		Time to Completion		Expected Lifespan		Neighborhood Aesthetics		Environmental Permitting		Rating Total	Overall Present Value**
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Estimated Cost	Rating	Bi-Annual	Post-Seismic (Magnitude ≥ 5.0)	Bi-Annual Inspection Cost	Rating	Cost	Rating	Description	Rating	Description	Rating	Description	Rating	Description	Rating		
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,848**	1	Inspection would rely on two people with a couple 25 ft ladders, safety hammers, a drill, and dowels (to plug drill holes). Expect one full day of work. Decking and substructure needs to be checked for signs of insects, fungus, and connect...	This inspection effort can be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.	Every Other Year Note: Total present value over 40 years is \$57,788**	2	\$1,090,000.00 Note: Market prices can make this vary from -20% to +40%. Design cost is highest for this due to need for geotechnical investigations.	2	This is the fastest option as the work could be started as soon as the design was finished and a bid accepted. All timber construction work could be completed in 4 months.	3	25-40 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.	1	Some in the community desire to have the structure remain a trestle. As such, this alternative receives 3 points.	3	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	15	\$ 1,756,798.00
Alternative 2 Trestle Rehab with Concrete Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	Concrete decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Inspection would rely on two people with a couple 25 ft ladders, safety hammers, a drill, and dowels (to plug drill holes). Expect one full day of work. Decking and substructure needs to be checked for signs of insects, fungus, and connect...	This inspection effort can be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.	Every Other Year Note: Total present value over 40 years is \$46,230**	2	\$959,000.00 Note: Market prices can make this vary from -20% to +40%. Design cost is highest for this due to need for geotechnical investigations.	2	This option would likely be slower than the wood deck option. Construction with concrete cast-in-place would take approximately 4.5 months. Precast could take about a month longer (dependent on how quickly they can get the segments cast).	2	30-50 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$500,165**.	3	Some in the community desire to have the structure remain a trestle. As such, this alternative receives 3 points.	3	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	17	\$ 1,592,478.00
Alternative 3 Replacement with Pre-fabricated Truss	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	Replace the trestle with a prefabricated steel bridge.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	Most of the structural elements can be inspected without any special equipment. As weathering steel is used there is no need to inspect the underside of a concrete deck, the underside of the truss is mostly protected. Two people could complete this inspection in a couple of hours.	This inspection can be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.	Every Other Year Note: Total present value over 40 years is \$11,558**	3	\$1,637,323.00 Note: Market prices can make this vary from -20% to +40%. Design cost is highest for this due to need for geotechnical investigations.	1	Fastest in field construction time. The trestle removal could be done in 2 weeks and the new bridge could be open within 2 months of construction start. However, due to prefabricating lead times and submittal reviews this option can take about 4.5 months total.	2	75 years. Note: No replacement at 40 years needed.	3	While this does not salvage the trestle, aesthetics could be made pleasing. Staining the concrete deck to resemble the old track could be done. Also, railroad themed signs could be incorporated at the approaches.	2	Similar to the retrofit options, a new Initial Study, a new CEQA document, and new permits would likely be required. The replacement option, however, would have slightly larger environmental impacts. For full details, see the Environmental Consistency Memo (Appendix F).	3	19*	\$ 1,648,884.00

14x cost

\$678k difference: 3 points

\$47k difference: 3 points

effectively, that's a tie

same points

concrete deck on restored trestle: "Retrofit Alternative"

replace the trestle w/ a prefab steel bridge: "Project Alternative"

Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value.

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value. The overall rating is the sum of the individual scores and the highest score is selected as the alternative of choice. While there appears to be some community sentiment to keep the existing trestle, it is the most difficult to maintain and inspect. The trestle would require more maintenance of the structure as well as require more effort and therefore an increased bi-annual cost. The pre-fabricated truss bridge would be the best option for the city based off of overall return on investment (if some sort of second alternative (trestle rehab with concrete decking) be selected as this option helps to protect the substructure from accelerated water damage.

**These estimates were calculated assuming a 3% rate of return on investment over 40 years (the approximate return on investment). Inflation was not taken into account and the values reported are in terms of 2012 US Dollar value. These estimates are intended to be used as guidance when comparing the overall cost for each alternative that could be expected if the City were to pay all costs everything for the next 40 years by investing a sum of money today.

Unweighted Trade Matrix

Table 16: Alternative Comparison Matrix

Three Creeks Trail Railroad Trestle

Bridge Design Alternatives	Streambed Maintenance		Structure Maintenance				Inspection				Construction/Design Cost		Time to Completion		Expected Lifespan		Neighborhood Aesthetics		Environmental Permitting		Rating Total	Overall Present Value**	
	Streambed Maintenance	Rating	Superstructure Maintenance	Substructure Maintenance	Estimated Cost	Rating	Bi-Annual	Post-Seismic (Magnitude ≥ 5.0)	Bi-Annual Inspection Cost	Rating	Cost	Rating	Description	Rating	Description	Rating	Description	Rating	Description	Rating			
Alternative 1 Trestle Rehab with IPE Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	1	IPE decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$25,000.00 Every Five Years Note: Total present value over 40 years is \$108,848**	1	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Decking and substructure need to both be checked for signs of rot, insects, fungus, and failed connections.	This inspection effort can vary depending upon the magnitude of the earthquake. Likely to take 3-4 days with a crew of two people to cover all elements of the bridge. Ladders and safety gear are needed.	\$5,000.00 Every Other Year Note: Total present value over 40 years is \$57,788**	1	\$678k difference: 3 2 points	shaved pt.	This is the fastest option as the work could be started as soon as the design was finished and a bid accepted. All timber construction work could be completed in 4 months.	3	25-40 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$1,756,798**	3	shaved pt.	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	15	\$ 1,756,798.00	17 19	
Alternative 2 Trestle Rehab with Concrete Decking	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	2	Concrete decking is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$20,000.00 Every Five Years Note: Total present value over 40 years is \$87,078**	2	Inspection would rely on two people with a couple 25 ft ladders, safety gear, hammers, a drill, and oak dowels (to plug drill holes). Expect one full day of work. Decking and substructure need to both be checked for signs of rot, insects, fungus, and failed connections.	This inspection effort can vary depending upon the magnitude of the earthquake. Likely to take 3-4 days with a crew of two people to cover all elements of the bridge. Ladders and safety gear are needed.	\$4,000.00 Every Other Year Note: Total present value over 40 years is \$46,230**	2	\$47k difference: 3 points	\$959,000.00	This option would likely be slower than the wood deck option. Construction with concrete cast-in-place would take approximately 4.5 months. Precast could take about a month longer. Precast is how the structure is built.	2	30-50 years with regular maintenance. Note: Total present value of a replacement bridge (similar to alternative 3) is \$1,592,478**	1	still nearly a tie, but a different order	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	17	\$ 1,592,478.00	17 19	
Alternative 3 Replacement with Pre-fabricated Truss	Debris from streambed should be removed annually. This would likely require one day, a truck with a crane arm and dump bed, and a crew of 3 or 4.	3	Replace the trestle with a prefabricated steel truss. The truss is almost maintenance free. Screws may occasionally need replacement. Non-IPE timber beams may need repair if decay is found.	Repair of piling and braces when decay or insect damage is found. Repair costs can be significant if a large seismic event occurs.	\$0.00 Every Five Years Note: Total present value over 40 years is \$0.00**	3	Most of the structural elements can be inspected without any special equipment. As weathering steel is used there is no need to inspect with a concrete deck, the underside of the truss is mostly protected. Two people could complete this inspection in a couple of hours.	This inspection could likely be completed in a day or less by two people. Ladders can be used to access the underside to determine if there has been any steel yielding. All other components can be inspected without the use of any special equipment.	\$1,000.00 Every Other Year Note: Total present value over 40 years is \$11,558**	3	\$1,637,323.00	shaved pt.	For construction of a new bridge, construction would be done in 2 months. However, due to the need for geotechnical investigations, construction would likely be slower than the wood deck option. Construction with concrete cast-in-place would take approximately 4.5 months. Precast could take about a month longer. Precast is how the structure is built.	1	Note: No replacement at 40 years needed.	3	“While this does not salvage the trestle, aesthetics could be made pleasing.”	padding pt.	Disturbance of the Los Gatos Creek corridor, including the active channel, is unavoidable. A new Initial Study, a new CEQA document, and new permits would likely be required. For full details, see the Environmental Consistency Memo (Appendix F).	3	9*	\$ 1,648,884.00	19 16

Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value.

Note: Ratings used above are based on a scale of 1 to 3, with 1 being the worst overall value and 3 being the best overall value. *Recommended Option: Based on analysis of the table above, as well as the stream bed than the prefabricated replacement work streambed maintenance costs were to be included. If it is decided

**These estimates were calculated assuming a 3% rate of return on investment over 40 years (the approximate return on investment). Inflation was not taken into account and the values reported are in terms of 2012 US Dollar value. These estimates are intended to be used as guidance when comparing the overall cost for each alternative that could be expected if the City were to pay all costs everything for the next 40 years by investing a sum of money today.

Trade Matrix Significance

- ▶ The Executive Summary in the “Initial Study” used the trade matrix as justification for its recommendation:
 - ▶ “In order to compare all the pros and cons of each option, a comparison matrix was developed and a scoring system applied. It was found that the replacement option had a slightly higher upfront cost, but was the best value for the City over a 40 year time frame. CH2MHILL recommends that the bridge be replaced with a new prefabricated bridge to minimize the long term cost to the City.”
- ▶ The Draft EIR Executive Summary justifies its recommendation based on Section 1.1, which has primarily this note:
 - ▶ “The engineering study evaluated the different approaches using the following criteria: streambed maintenance, structure maintenance, inspection, construction and design cost, time to completion, expected lifespan, neighborhood aesthetics, and environmental permitting. The replacement alternative had the highest rating and an overall present value of \$1,648,884. The retrofit alternatives had lower ratings and present values of \$1,592,478 and \$1,756,798 for the concrete deck and timber deck options, respectively. See Chapter 6, Alternatives, for additional discussion of the retrofit approach and Appendix G for additional details (see Table 16, Alternatives Comparison Matrix, in Appendix G).”

the score is the main justification

the DEIR's misrepresentative Executive Summary

TABLE ES-2
Summary Comparison of Alternatives

Category	Proposed Project	Retrofit Alternative	No Project
Biological Resources	Construction would disrupt instream and riparian habitat. Extensive controls would be used to minimize disruption. Long-term benefits would occur, as creek would no longer be obstructed by piles.	Disruption during construction, and minimization measures, would be the same. Long-term habitat loss would occur from 25-foot maintenance buffers, and benefits of clear-span bridge would not occur. Disruption would occur during periodic maintenance.	Disruption would occur during periodic maintenance.
Cultural Resources	The existing trestle does not meet the criteria for designation as a historical resource; therefore, there would be no impact.	Impacts would be the same as for the proposed project.	Impacts would be the same as for the proposed project.
Hydrology and Water Quality	Long-term benefits would occur, as creek would no longer be obstructed by piles.	Benefits of clear-span bridge would not occur.	No change would occur from existing conditions.
Land Use	The project would be consistent with all relevant plans and policies.	The project would be consistent with plans and policies regarding bicycle and pedestrian trails, but not with plans and policies for fiscally sustainable infrastructure and urban/wildland fire hazards and would require short-term closures.	The project would <u>not</u> be consistent with plans and policies.
Transportation and Traffic	The project would be consistent with all relevant plans and policies.	The project would be consistent with plans and policies regarding bicycle and pedestrian trails, but would require short-term closures.	The project would <u>not</u> be consistent with plans and policies.

steel bridge should have fire-buffer as well; creek is not "obstructed" by the trestle; best to leave pilings undisturbed.

DEIR failed to consider local historic significance

as in point 1:
creek is not "obstructed" by the trestle; best to leave pilings undisturbed.

the creek channel should be periodically cleared of debris that snags in the vicinity

the traffic impacts from repairs once every five years, or after arson fires?

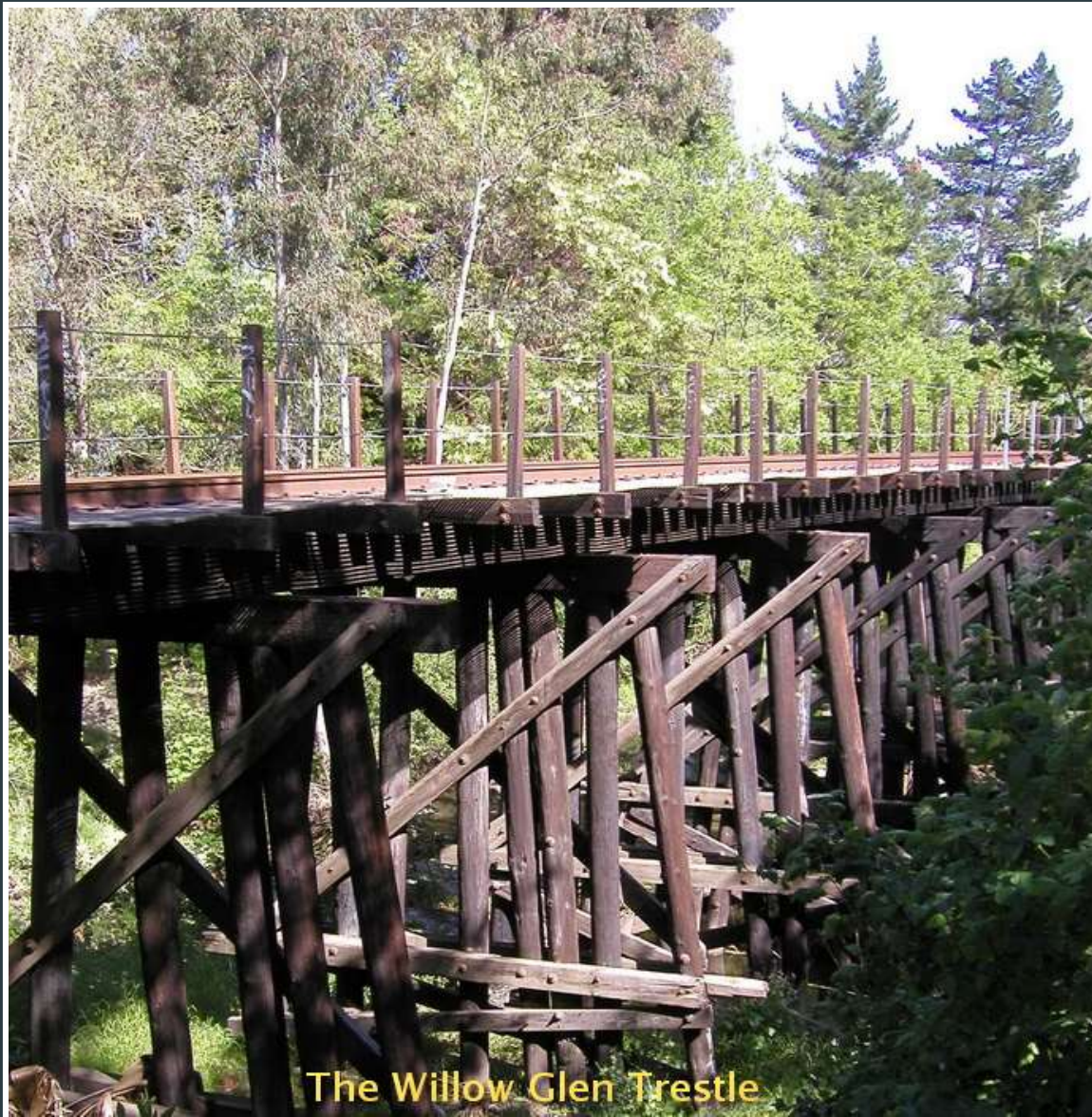
Comparison of Alternatives

	Trestle -- “Retrofit”	Prefab Bridge - “Project”
Construction cost	\$959,000	\$1,637,000
Est. Maintenance	\$4,000 / year	not budgeted
Est. Inspection	\$2,000 / year	\$500 / year
Construction time	5 months	7 months
Estimated Life	30 - 50 years	75 years (w/o maintenance?)
Flooding	not a problem	not a problem
Creosote	not a problem if left alone	a concern if disturbed
Fire	not a problem: redwood, sprinklers, alarms and maintenance	no precautions are provided, and steel loses strength at brushfire temperatures
History	significant to the community of Willow Glen; was not evaluated for City Landmark status	“While this does not salvage the trestle, aesthetics could be made pleasing. Staining the concrete deck to resemble the old track could be done. Also, railroad themed signs could be incorporated at the approaches.”

Summary

- ▶ The DEIR shows that the “Retrofit Alternative” (restored trestle) is quite viable
 - ▶ less expensive
 - ▶ shorter construction time
 - ▶ less impact of toxics on the stream
 - ▶ comparable (or better?) at fire safety
 - ▶ negligible impact on flood levels
- ▶ For the “Project Alternative” prefab steel bridge:
 - ▶ the DEIR did NOT evaluate the impact of heat from brush fire on the yield-strength of the steel and the integrity of the truss
 - ▶ the DEIR did NOT include an analysis of the local historic significance
- ▶ The Executive Summary in the DEIR is inconsistent with the findings in the body of the report
- ▶ **the “Retrofit Alternative” appears to be environmentally superior.**

The Trestle is a piece of our history!



Why waste over a half-million dollars, just to destroy a piece of our history?

Write the Mayor and Council, asking that they select the EIR's "Retrofit" Alternative