

**Kris Livingston**

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**From:** Marjorie Abel [mabel46@sbcglobal.net]  
**Sent:** Thursday, April 02, 2009 3:07 PM  
**To:** HSR Comments  
**Subject:** SAN FRANCISCO TO SAN JOSE HST

I no longer live in the Bay Area but used to live in the Southgate neighborhood of Palo Alto--close to the existing rail tracks. An elevated high speed railway would devastate home values (I do not own anything in the Bay Area). Surely, unless you are willing to try to ride roughshod over the lives of thousands of people and cheat them out of their home investments, it would be cheaper in the long run to put the train below surface where needed.

#6  
property  
value  
#2  
underground

I can just hear lawsuits being created.

And this sure doesn't sound like a shovel-ready project that would qualify for the stimulus funds.

#11  
#5 sources of  
funding

Marge Abel  
Pacific Grove, CA

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:02 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST"

**From:** Larry and Zongqi Alton [mailto:lalton@pacbell.net]  
**Sent:** Thursday, January 29, 2009 9:52 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST"

Hello,

This rail line should run along or over 101 freeway to prevent disruptions to residential areas in palo alto and other peninsula cities!

Thank You,

Larry Alton

#2  
Alt  
route



65 Sunnyside Avenue  
Telephone: (415) 381-2587  
Email: [archarch@pacbell.net](mailto:archarch@pacbell.net)

Mill Valley, California 94941-1924  
Mobile: (415) 999-5593  
Web: [www.archarch.net](http://www.archarch.net)

FEB 13 2009

Tuesday, February 10, 2009

Chairperson Quentin L. Kopp, California High Speed Rail Authority  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

400 S El Camino Real Ste 630  
San Mateo, CA 94402

Dear Judge Kopp:

Congratulations for your hard work the last few years in planning and communicating the need for California's High-Speed Train System. Your vision, drive, imagination and persistence were instrumental in passing Proposition 1A.

Considering the economic changes since the election and our historical problems with construction delays, budgeting, over engineering and estimating (i.e., SF-Oakland Bay and Richmond-San Rafael Bridges, post-earthquake highway repairs, etc.) perhaps we should re-visit some aspects of California's HSR project in a more pragmatic way—neglecting, for a moment, the political aspects of this Project. If possible, please consider some of these issues at your environmental "scoping" meetings; you probably have addressed most, if not all of these issues before, however they may warrant your reconsideration:

- Highest priority:** Should be connecting over 24 million people between Los Angeles (second largest metropolitan area in United States) with San Francisco (5<sup>th</sup>). Consider triangle system LA-Sacramento-SF);
- Develop "Express" trains first:** Save substantial initial capital by providing "express" route in existing (Interstate I-5 corridor and/or canal) right-of-way, which has approximately 300 miles of wide level median, between Sacramento and Bakersfield and majority of grade separations already constructed. Using existing corridors can reduce or eliminate construction cost overruns, eminent domain delays, environmental impact reports and 'over-engineering'; this also offers an opportunity to start rebuilding our national power grid in these corridors with reliable superconductors;
- Gradually develop more expensive 'valley' corridor:** The Highway 99 corridor requires substantial grade separations and expensive 'river' gouge bridges (Stanislaus, Merced, etc.); although it has two existing rail right-of-way, both systems are single track and will require significant grade separations, due to the

#1  
~~Inter~~  
Transparency

3  
#2 Regional Coordination  
LA-SF  
#3 upgrade Existing Facilities  
Developed  
order construction phase  
#2 Different Alternative

#1 Developed order  
#2 Different Alternative  
1-03

- substantial number of valley urban and rural grade crossings. Develop after 'express' Interstate 5 corridor is finished (with potential operating capital)—starting with Fresno to Bakersfield, then Modesto/Stockton and Sacramento connections;
4. **Reconsider using Altamont Pass:** Instead of Pacheco Pass, which requires HRS to travel south approximately 130 miles (Merced/Los Banos) before double-backing north to connect the large metropolitan areas of San Francisco (5) and Sacramento (24th) You could possibly (partially) use the Altamont Pass old rail-right-of way; Pacheco has no preexisting rails;
  5. **Eliminate smaller stations:** At some point High-Speed rail is not 'high-speed' with the multiple small city stops; 3-4 minute acceleration/3-4 minute deceleration/3-4 minute stop. Consider eliminating smaller stations and supplementing them with Amtrak to HRS stations;
  6. **Station Spacing:** Should be a minimum of 100 kilometers apart; at 200 kilometers an hour, stopping every 30 minutes, as is, is time consuming: use regional and light rail (*Amtrak, BART, Metro*) for trips less than 100 kilometers, to connect for efficiency;
  7. **Priorities:** Limit HSR to the following metropolitan areas until they are developed and connected in order with the highest priorities: Los Angeles (2<sup>nd</sup>), San Francisco (5<sup>th</sup>), San Diego (17<sup>th</sup>), Sacramento (24<sup>th</sup>), Fresno (53<sup>rd</sup>), Bakersfield (64<sup>th</sup>), Stockton (75<sup>th</sup>), Modesto (93<sup>rd</sup>), Salinas (102<sup>nd</sup>), Santa Barbara (103<sup>rd</sup>) and Visalia (112<sup>th</sup>);
  8. **Interstate system:** With national or additional adjacent state funding, consider a interstate system connecting these large metropolitan areas:
    - i. Phoenix (14<sup>th</sup>),
    - ii. Las Vegas (31<sup>st</sup>),
    - iii. Seattle 13<sup>th</sup>-Portland (22<sup>nd</sup>)-Eugene (122<sup>nd</sup>) via Sacramento,
    - iv. Salt Lake City (35<sup>th</sup>) via Las Vegas],
    - v. Tucson (57<sup>th</sup>) via Phoenix] and
    - vi. Reno (119<sup>th</sup>) via Las Vegas], connecting with Los Angeles system;
  9. **Available Private Capital:** We do not necessarily need to limit HSR to passengers. Private capital could be available to develop overnight high-speed freight during late night hours (when rail maintenance is not required); we could reduce energy inefficient long-distance trucking with quick-loading, HSR container cars departing from separate rail spurs in the same metropolitan industrial areas or ports.

# 2 Different  
~~ACT Alternative~~  
~~ROUTE~~

# 2 NO  
STATIONS

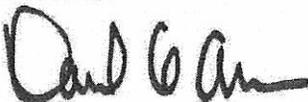
# 2 3 Regional  
Coordination  
~~STATION~~

# 2  
Construction  
Schedule

# 2/#3  
Consider  
~~Interstate~~  
# 1 Traffic  
Circulation

# 10  
USE HSR  
FOR  
Freight  
JOB

Sincerely,



Daniel G Archer,  
Architect, AIA

Cc: Elizabeth Deakin, Professor of City & Regional Planning and Urban Design

**Daniel G Archer:** Mr. Archer has held a lifelong interest in transportation and the built environment. He renewed this concern in 1988, during a trip to Europe, where he spent one month touring seven countries by *Euro-rail*. While the main purpose of the trip was a family vacation and study European architecture, the advanced development of public transportation was enlightening, in particular, their integration into the urban environment, ease of use and timely schedules. On return to the United States, Mr. Archer saw the need for workable, transportation alternatives in this country. This letter reflects multiple disciplined approaches to the complex problems and offers a close analysis and forward thinking formula for the 21st century.

Born in Grand Rapids, Michigan, and raised in Modesto, California, Mr. Archer studied architecture for four years at the University of Oregon, but drafted by the army before receiving his degree. He instead joined the Army Reserves, which afforded him the opportunity to play professional football for over two years; the highlight of this brief career was his participation in *Super Bowl II* with the Oakland Raiders. He finished his education and received his degree in architecture, with honors, from the *College of Environmental Design* at the University of California, Berkeley. He spent his architectural internship with *Pflueger Architects* [formerly the firm of Timothy Pflueger]; since then, has maintained his own architectural practice specializing in early American vernacular architecture. He is a licensed architect with interests in theater, classical music and mountain bicycling. He is married and has two sons and one daughter and lives in Mill Valley, California.

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:55 PM  
**To:** Kris Livingston  
**Subject:** FW: Scoping Meeting

**From:** Daniel G Archer, Architect, AIA [mailto:archarch@pacbell.net]  
**Sent:** Tuesday, February 10, 2009 12:25 PM  
**To:** HSR Comments  
**Subject:** Scoping Meeting

Chairperson Quentin L. Kopp, California High Speed Rail Authority  
Elizabeth Deakin, Professor of City & Regional Planning and Urban Design

Dear Judge Kopp and Ms. Deakin:

Congratulations for your hard work last year in planning and communicating the need for California's High-Speed Train System. Your vision, drive, imagination and persistence were instrumental in passing Proposition 1A.

Considering the economic changes since the election and our historical problems with construction delays, budgeting, over engineering and estimating (i.e., SF-Oakland Bay and Richmond-San Rafael Bridges, post-earthquake highway repairs, etc.) perhaps we should revisit some aspects of California's HSR project in a more pragmatic way—neglecting, for a moment, the political aspects of this Project. If possible, please consider some of these issues at your environmental "scoping" meetings; you probably have addressed most, if not all of these issues before, however they may warrant your reconsideration:

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4. **Reconsider using Altamont Pass:** Instead of Pacheco Pass, which requires HRS to travel south approximately 130 miles (Merced/Los Banos) before double-backing north to connect

*Duplicate letter  
2/10/09  
Daniel G. Archer  
Architect, AIA  
Received  
2/13/09*

- the large metropolitan areas of San Francisco (5) and Sacramento (24th) You could possibly (partially) use the Altamont Pass old rail-right-of-way; Pacheco has no preexisting rails;
5. **Eliminate smaller stations:** At some point High-Speed rail is not 'high-speed' with the multiple small city stops; 3-5 minute acceleration/3-5 minute deceleration/3-5 minute stop. Consider eliminating smaller stations and supplementing them with Amtrak to HBS stations;
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    - b. Las Vegas (31<sup>st</sup>),
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Sincerely,

Daniel G Archer,  
Architect, AIA

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Sincerely,

Daniel G Archer,

Architect A.I.A.

California Architect C08732

65 Sunnyside Avenue

Mill Valley, California 94941-1924

Telephone: (415) 381-2587

Mobile: (415) 999-5593

Email: [archarch@rachel.net](mailto:archarch@rachel.net)

Website:

[www.archarch.net](http://www.archarch.net)

Duplicate

**Kris Livingston**

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**From:** Brian Bayley [b2bayley@yahoo.com]  
**Sent:** Sunday, April 05, 2009 10:04 PM  
**To:** HSR Comments  
**Subject:** Opposition to Present High Speed Rail Plan

I am writing to express my opposition to the present plan for the high speed rail system that puts high speed trains traveling 120 mile/hour on elevated tracks through the middle of residential neighborhoods. The noise from the trains, the extreme danger from possible mishaps and the creation of walled barriers down the center of the cities along the route are all reasons to come up with a better plan. There are a number of alternate proposals now being put forward that could accomplish the goals of the high speed rail system without the detrimental effects of the present plan. Let's move ahead with a plan that improves transportation without destroying neighborhoods, polluting the auditory environment and creating a visual blight.

#9  
#1 safety  
#1 noise  
#2  
Alt plans  
# noise  
# air quality  
Aesthetics

Brian Bayley

#1 EJ

**Kris Livingston**

**From:** Faith Brigel [faithwb2@sbcglobal.net]  
**Sent:** Sunday, April 05, 2009 11:39 PM  
**To:** HSR Comments  
**Cc:** faithwb2@sbcglobal.net  
**Subject:** Re: San Francisco to San Jose HSR

To whom it may concern,

I love trains, and have used them from the time that I was little. When I moved to California I was amazed at the **lack of good public transportation**. That was in the '70s. And it has not changed much on the Peninsula.

However, there it is. I and the majority of this population **have adopted**. Cars are quite reasonable in cost and get you from your house to your point of destination. And that for the Speed Rail is a problem.

If you had started this project around the same time that other states such as New York, or other countries, like Canada, Asia, Europe I think that you might have been successful in getting a good and **profitable ridership**. But, by now all of us are used to being very independent. We own cars and are used to and expect door-to-door service. The HSR can not offer that, nor do our cities. I think in our area at least, **your numbers are overly optimistic**.

What is the **purpose of the HSR**? Is it only for **vacation travelers**? If it is, I think that your numbers will be quite low and your transit will compete with airplanes. If you plan to capitalize on the **daily work commuters**, have you studied the **commuter patterns** extensively? My understanding is that the ridership from the **East Bay to San Francisco** is much higher than those coming from Gilroy-Los Banos areas.

At this point, if you are to be successful you will need to get the **constituents** on your side. Many are extremely **opposed**. Your approach lately has been that if we slept through the last few years of all of your planning, too bad. However, do you really want to have a fight on your hands as you proceed? Do you want to be held up in court cases for years, and develop an adversarial relationship with your possible potential future customers? Wouldn't it make it easier on you to have our support?

Many people built high end houses near the tracks along the train corridor in the Peninsula. They were aware of the track corridor. They did not know that that corridor was going to be drastically increased to accommodate 4-6 tracks, on top of a high wall. If you build on **the Pacheco Pass the opposition will be high**.

I suggest you realize that you and the city councils did a poor job making public this project- and **slow it down** enough to give the communities more information, and more time to give you input. Many constituents still do not know about it. Or, is that what you want?

The **Caltrain** as I am sure that you know is planning to change to electrification, **add more trains** and lengthen them. This new development will add **sufficient numbers** of trains to the Peninsula.

I think the High Speed Rail should go from **L.A. to San Jose, and stop there**. At that point customers wanting to go **further north to San Francisco can easily transfer to the new and improved Caltrains, or Baby Bullet**. Or to go to the East Bay they can transfer to the Bart trains. Or, **use the Altamont Pass for the High Speed Rail- it is needed more there, it is not needed or wanted at the Pacheco Pass**.

Sincerely,

Faith Brigel

#1 intro

#2 foreign system

#6 calc of ridership

#6 calc. of ridership

#11 background  
#7 poor public outreach

#2 tracks

#7 additional comment period  
#7 poor outreach

#3 # of trains

#2 terminate in San Jose

#2 alternate alignment

#3 transfer between systems

**Dan Gallagher**

---

**From:** Broadbent, Steve [steve.broadbent@hp.com]  
**Sent:** Thursday, January 22, 2009 2:20 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I understand there will be "public scoping meetings" regarding the EIR for the Peninsula segment of the proposed high-speed rail system. I want to join the discussion, but I am short on information. The High-Speed Rail Authority website has nice marketing material, but it's shy on design and absent any discussion of negative impacts.

Where can I find material to read before the "scoping" meetings? More specifically where can I find the project details for the San Jose to Redwood City segment?

**Steve Broadbent**  
+1 (650) 857-5775 office  
+1 (650) 521-3958 mobile

#7  
info request  
#10  
terminology

**Dan Gallagher**

---

**From:** Broadbent, Steve [steve.broadbent@hp.com]  
**Sent:** Monday, January 26, 2009 10:03 AM  
**To:** HSR Comments  
**Cc:** Broadbent, Steve  
**Subject:** SECOND REQUEST: San Francisco to San Jose HST

**Importance:** High

I have not received a response. I plan to attend the Santa Clara session on Thursday, and I would like material in advance so that I may prepare a more informed position.

#7  
info  
request

Thank you,

**Steve Broadbent**  
+1 (650) 857-5775 office  
+1 (650) 521-3958 mobile

---

**From:** Broadbent, Steve  
**Sent:** Thursday, January 22, 2009 2:20 PM  
**To:** 'comments@hsr.ca.gov'  
**Subject:** San Francisco to San Jose HST

I understand there will be "public scoping meetings" regarding the EIR for the Peninsula segment of the proposed high-speed rail system. I want to join the discussion, but I am short on information. The High-Speed Rail Authority website has nice marketing material, but it's shy on design and absent any discussion of negative impacts.

#7  
info  
request

Where can I find material to read before the "scoping" meetings? More specifically where can I find the project details for the San Jose to Redwood City segment?

**Steve Broadbent**  
+1 (650) 857-5775 office  
+1 (650) 521-3958 mobile

**Kris Livingston**

---

**From:** info@hsr.ca.gov  
**Sent:** Tuesday, March 31, 2009 12:10 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

*Out of Area.*

CHSR Contact.

Contact Name: Mark Brux  
Company:  
Phone: 209-827-9144  
Email: [furrybeast@iname.com](mailto:furrybeast@iname.com)  
Website:

**Comment:**

A train stop is needed in Los Banos/Santa Nella because (1.) of the large carbon footprint left by commuters from here thru Pacheco Pass to Gilroy - San Jose; (2.) CA. state itself projects Los Banos - Santa Nella area to be 1 of 3 hubs of major population growth in the Central Valley in the next few decades. Talk about environmental impact! Furthermore, no one can tell me that an environmentally suitable site for the depot cannot be found SOMEWHERE between or near Los Banos or Santa Nella - I know the area! If people want it done, it can & will be done. As for the train being able to reach 200 mph, (1.) there are already other stops planned, such as along the Hwy. 99 corridor, which are at least as close together as Los Banos/Santa Nella & Gilroy, and (2.) you can do what CalTrain (Salinas - San Jose - San Francisco) has done for a long time: develop a schedule that runs, especially during peak demand times, some trains as express trains with fewer stops, & others that stop at every depot, including one at Los Banos/Santa Nella. Thank you for your (re-)consideration of this important matter as you build the most important U. S. transportation project of the 21st Century!

2  
STATION IN  
LOS BANOS  
1  
GROWTH CENT  
2  
MAINTENANCE  
FACILITY  
3  
FREQUENCY  
OF TRAIN  
TRAIN SPEED

**Kris Livingston**

---

**From:** Jeff Carlisle [eljefe1@yahoo.com]  
**Sent:** Monday, March 30, 2009 3:29 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear High Speed Rail Staff:

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on: ] #1 Intro

Safety: My safety and the safety of my neighbors. How safe is a train travelling at 125 mph in very close proximity to residential housing and local traffic? Can you guarantee my family's safety? ] #1 Safety

Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds? ] #1 Noise  
Local traffic Flows / Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services? ] #1 Public Services  
] #1 Community Separation

Property values: Some neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base? ] #6 Property values

How will you avoid destroying our trees and impacting on local wildlife? ] #1 Bio resources

How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains? ] #1 Aesthetics  
] Air Quality

RECEIVED  
APR 6 2009  
BY:

Dennis & Kathye Castaneda

14419 Crestwood Ave.  
Poway, CA 92064-6466  
858-748-2305

April 3, 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

Please reconsider the current HSRA plan and the future of the communities and the values of property that will be impacted.

#6 property values

\* Safety - How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can the safety of my family be guaranteed?

#1 safety & security

\* Noise Levels - How will noise levels be affected by the combination of more frequent trains running at much higher speed and elevated tracks?

#1 noise

\* Local traffic flows/community separation. A 20 foot wall will separate our children, neighborhoods and our city from emergency services.

#1 traffic & circulation  
#1 community separation

\* Property Values - We will lose our home by eminent domain and not receive the fair market value of our property. Our neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base.

#1 eminent domain  
#6 property values

\* High voltage - Danger to people and community living in or our high voltage power needed for High Speed Rail.

#1 hazards  
#1 utilities

\* Trees - destruction of our trees and impacting on local wildlife.

#1 biological resources

\* Visual - Impact of an elevated track structure and the increased air pollution caused by increased in the frequency of the trains.

#1 Aesthetics  
#1 Air quality

Thank you for your time and consideration for this important issue to California and to us.

#11 conclusion

Kathye J. Castaneda  
Kathye J. Castaneda

Kris Livingston

From: Kathy Castaneda [rastaneda@yahoo.com]  
Sent: Friday, April 03, 2009 11:01 AM  
To: HSR Comments  
Subject: HSRA PLAN

Please reconsider the current HSRA plan and the future of the communities and the values of property that will be impacted.

#6 prop value

\* Safety – How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can the safety of my family be guaranteed?

#1 safety security

\* Noise Levels – How will noise levels be affected by the combination of more frequent trains running at much higher speed and elevated tracks?

#1 noise

\* Local traffic flows/community separation. A 20 foot wall will separate our children, neighborhoods and our city from emergency services.

#1 public service  
#1 traffic circulation

\* Property Values – We will can lose our home by eminent domain and not receive the fair market value of our property. Our neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base.

#6 prop value, eminent domain

\* High voltage - Danger to people and community living in or our high voltage power needed for High Speed Rail.

\* Trees – destruction of our trees and impacting on local wildlife.

#1 biological resources  
#1 safe hazards security/safety

\* Visual – Impact of an elevated track structure and the increased air pollution caused by increased in the frequency of the trains.

#1 Air quality  
#1 Aesthetics

Thank you for your time and consideration for this important issue to California and to us.

DUPLICATE

~~duplicate~~

I-0 12

**Kris Livingston**

**From:** Kathy Castaneda [rastaneda@yahoo.com]  
**Sent:** Friday, April 03, 2009 11:18 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Please reconsider the current HSRA plan and the future of the communities and the values of property that will be impacted.

\* Safety – How safe is a train traveling at 125 mph in very close proximity to residential housing and local traffic? Can the safety of my family be guaranteed?

\* Noise Levels – How will noise levels be affected by the combination of more frequent trains running at much higher speed and elevated tracks?

\* Local traffic flows/community separation. A 20 foot wall will separate our children, neighborhoods and our city from emergency services.

\* Property Values – We will can lose our home by eminent domain and not receive the fair market value of our property. Our neighbors may lose their homes and what is the risk of property devaluation and subsequent erosion of the local tax base.

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Thank you for your time and consideration for this important issue to California and to us.

#6 property values

#1 safety & security  
#1 traffic & circulation

#1 noise, #3 frequency

#1 community separation, #1 traffic & circulation

#6 property values  
#6 eminent domain

#1 hazards, #1 utilities

#1 biological resources

#1 Aesthetics  
#1 AQ

#11 conclusion

DUPLICATE

I-013

**Kris Livingston**

---

**From:** info@hsr.ca.gov  
**Sent:** Wednesday, April 01, 2009 9:05 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Parth Chandra  
Company:  
Phone: 650-283-2505  
Email: [parthc2001@yahoo.com](mailto:parthc2001@yahoo.com)  
Website:

**Comment:**

This is to comment on the proposal to build the HSR on elevated tracks on the San Francisco to San Jose section. I strongly feel that the HSR must be built so as not to destroy the nature of the communities in the peninsula as well as to ensure safety in this highly urban and heavily populated area. Building the HSR on elevated tracks is likely to completely destroy the quiet nature of the neighborhoods, increase noise levels and, build a tall ugly structure visible from a large distance. The HSR authority must consider the option of trenching/tunneling through the peninsula in order to minimize the long term social cost.

]

#1 Community impacts  
#1 safety  
#2 elevated tracks  
#1 noise Aesthetics  
#2 tunnel trenching  
#5 social cost

**Kris Livingston**

---

**From:** Parth Chandra [parth.chandra@gmail.com]  
**Sent:** Thursday, April 02, 2009 10:54 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

This is to comment on the proposal to build the HSR on elevated tracks on the San Francisco to San Jose section. I strongly feel that the HSR must be built so as not to destroy the nature of the communities in the peninsula as well as to ensure safety in this highly urban and heavily populated area. Building the HSR on elevated tracks is likely to completely destroy the quiet nature of the neighborhoods, increase noise levels and, build a tall ugly structure visible from a large distance. The HSR authority must consider the option of trenching/tunneling through the peninsula in order to minimize the long term social cost.

Parth

DUPLICATE

#1 noise  
#1 Safety  
#1 Aesthetic  
#2 tunnel  
trenching  
STET #5 Social Cost  
#1 Community impact

Kris Livingston

From: Caren Chappell [careenchappell@yahoo.com]  
Sent: Sunday, April 05, 2009 9:16 PM  
To: HSR Comments  
Subject: San Francisco to San Jose HST

Best choice - Central Valley to San Jose via Altamont Pass, with connections to Caltrain and BART.

#2 alternate route } #8

Second and greatly inferior choice - Central Valley to San Jose via Pacheco Pass, with connections to Caltrain and BART.

#9 oppose

For reasons both environmental and engineering, running the HST over Pacheco Pass is a very poor alternative to running it over Altamont Pass. The environmental damage will be significant, to the land, the watershed, and the wildlife corridor. Mitigating any of this will be extraordinarily difficult and expensive, and probably in the end ineffective.

#B10 Landuse Hydro

There are more hills via Pacheco, and the construction will be significantly more expensive than going up the valley to the location of the existing Altamont Express which has one track, room for others, and no freight traffic. Most of it runs through industrial, not residential, areas. Altamont is a lower hill and would require neither tunneling nor bridges. That approach would provide access to the East Bay as well as San Jose and BART and Caltrain connect to San Francisco. Less money, less environmental damage, better regional transportation. All of that suggests the decision to run the HST through Pacheco Pass and up the Peninsula was an entirely political one.

#2 ALT Route } #8 Altamont

This decision should be reconsidered. Starting with a poor premise and then justifying it by saying that too much time and money has been spent to correct the initial decision is unconscionable.

#7 #7 Efficiency in prev and EIR transparency

If this is the 'next hundred year' solution that it has been advertised to be, it should be properly planned, a real, honest environmental impact report written, and the details of that made available. The concerns of the people affected must be considered. It is all very well to talk about how nice it will be for passengers to ride HSR, but no one has indicated that it is anything but horrible for the neighbors. There are a lot of neighbors on the Peninsula.

In addition to the environmental damage to the South County, there is the environmental damage to the Peninsula, which has been glossed over in the presentations. There has been every indication that, in spite of the pretty pictures and the soothing words, none of the objections of the people whose lives will be made worse by HSR have actually been or will be addressed. A raised rail line through the middle of residential areas from Gilroy to San Francisco will further divide those cities which are now only mildly divided by the Caltrain line. Raised tracks on what has been stated to be a 15 to 20 foot berm will spread the noise much further than is currently the case. Nobody wants to live next to the Chicago El and nobody wants to live with a graffiti-covered concrete wall.

#1 env justice } #1 noise } #1 aesthetic

If we must have HSR to San Jose for political reasons, stop it there and connect to Caltrain. Money is already being spent to make Caltrain more efficient and faster, with both truly local (stop at all stations) and express (stop at some, but not all) trains. You could add some that don't stop at any stations. As soon as you have any stops at all, HSR will not meet the target 2.3 hour time from Los Angeles that has been touted, so you might as well be honest and use a mixture of fast trains in the less-populated areas and regional transport at more reasonable speeds in the populated areas. This will irritate the neighbors less and still get passengers to their destinations reasonably quickly.

#2 in SJ } #2 terminate } #2 route } #3 route

Then, between the stations and where there are not already roads under the tracks, put the tracks underground or trenched below grade level. There will, no matter what you do, be ups and downs in order to accommodate existing bridges, stations, and undercrossings, so you might as well try to accommodate as much as possible the concerns of people whose lives will be adversely affected.

# 2  
underground  
trench  
below  
grade

An interesting alternative would be to leave the tracks at grade level and close off those streets which currently cross at grade level in residential areas, providing an underpass for bicycles and pedestrians. Since it is so much less expensive to build at grade level, you will have plenty of money to build a few pedestrian underpasses. That would set the cat among the pigeons in our bicycle-happy town. A handsome fence with vines (anything but ivy) would cut the noise of the trains. Of course, we would all prefer to have HSR underground all along the Peninsula if we have to have it here at all.

# 2  
underpass  
#1  
noise

Caren Chappell

**Kris Livingston**

---

**From:** CITZ4dbABATE@webtv.net  
**Sent:** Wednesday, April 01, 2009 11:02 AM  
**To:** HSR Comments  
**Subject:** USDOT:FRA:Use of Locomotive Horns:HTML NPRM

[http://www.nonoise.org/resource/trans/rail/HTML\\_NPRM.htm](http://www.nonoise.org/resource/trans/rail/HTML_NPRM.htm)

J ~~#1~~  
#1 Noise

**Kris Livingston**

---

**From:** Roger Cook [cookcook01@earthlink.net]  
**Sent:** Sunday, April 05, 2009 11:18 AM  
**To:** HSR Comments  
**Subject:** High speed rail

#8 support

California needs high speed rail. Start somewhere and connect the Bay Area with Los Angeles and San Diego. We should raise money by eliminating all the needless government jobs including those in the school districts.

AI  
info

---

Build high speed rail from San Jose to LAX first.

Would the project be easier to begin and have the most value if the main high speed rail section was first built between San Jose, SJC, and the main Los Angeles terminal, LAX? Taking our current Cal Train from anywhere on the peninsula to San Jose regardless of the speed is not an issue for my family and probably not yours. It's the drive on highway 5 that's the big time waster, air polluter and energy drain; about 5-6 hours by car. Our East Bay neighbors can take BART once the connection is made to SJC, which is the closest Bay Area collecting point for riders. If money does run dry, and it may easily in our current economy, the main section/leg has the most value, least community resistance and can sell tickets soonest to begin paying for itself. Build high speed rail from San Jose to LAX first.

#2  
Construction  
Phasing/  
development  
Order

**Kris Livingston**

---

**From:** David D. [ddaytond@att.net]  
**Sent:** Wednesday, March 11, 2009 4:15 PM  
**To:** HSR Comments  
**Subject:** Question

I have a question many are asking me, and I can not find an answer.

"Q" For the typical HSR train now in service in Europe, Taiwan, China, etc. similar to that now under consideration by CAHSR Authority, what is the approximate stopping distance when fully loaded, at 220mph, on flat ground, under normal dry conditions?

I realize an exact distance is not practical, so I'm asking for a rough idea or window in miles, meters, feet whatever. A minimum to maxim... reasonable bracket would be fine. I would think such information is critical in the process of designing the system around "crash avoidance" as opposed to crash survival as with heavy rail designs.

If you can not provide this information, where might find such?

Regards,

] #11 Intro

#1 Safety  
#7 info requests

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:06 PM  
**To:** Kris Livingston  
**Subject:** FW: (no subject)

---

**From:** DebandSons@aol.com [mailto:DebandSons@aol.com]  
**Sent:** Thursday, January 22, 2009 4:18 PM  
**To:** HSR Comments  
**Subject:** (no subject)

Unfortunately, I will be out of town and cannot make this meeting.  
Also, I don't believe that now is the time with the economic crisis when people are barely surviving financially, to scam them with more taxes for transportation.

#5  
funding  
source.

---

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**Kris Livingston**

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**From:** Maude Demain [yeson1A@webtv.net]  
**Sent:** Sunday, April 05, 2009 10:25 AM  
**To:** HSR Comments  
**Subject:** Fwd: California High Speed Rail Blog  
**Attachments:** California High Speed Rail Blog

Mr. Dan Leavitt, Deputy Director

We expect CHSR to run from San Francisco to so. California as voted upon by a majority and as described - S.F. south, along the Peninsula and across the Pacheco Pass.

1. Consider building it to best practices with attractive landscaping - no unrelieved concrete walls - with the least construction disruption and pollution and mitigation measures for residents adjacent to the rail. No tunnels if this would cause more vibration underground and increase costs.

2. BKF Engineering did design for the four grade separations in Menlo Park which were submitted to Caltrain. Consider incorporating these studies.

3. Consider buying out Union Pacific for \$250,000, per agreement, with their permission, when they can use Dumbarton rail line which runs to Redwood City and is already in use for freight going through Menlo Park on the "other- than- Caltrain" existing rail line. This would free up the area between Redwood City and Mtn. View for commuter and HSR alone

Evaluate importance of safety, health and welfare with separation of traffic and pedestrians from trains at the crossings and the end of blasting train horns which are a serious health hazard to the engineers who wear hearing protection and to the residents who are now required to do so. These blasts freeze people in their tracks.

voters for 1A

#1 background  
#1 Aesthetics  
#1 mitigation Measures  
#2 tunnel  
#1 vibration  
#5 construction cost  
#2 grade separation  
#2 alternate route  
#1 Safety  
#1 traffic & circulation  
#1 noise

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:59 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail Line

**From:** Carolyn [mailto:cdobervich@hotmail.com]  
**Sent:** Friday, January 30, 2009 11:34 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail Line

Hello--I am told that the last meeting concerning the construction of the high speed rail line will be tomorrow. I have never seen plans or heard options about this. Will you please direct me to a source for this information. Also, can you tell me why public hearings have not been scheduled (to my knowledge, at least). Thank you.

#7  
info  
request

Carolyn Dobervich

**Kris Livingston**

---

**From:** Donetta [csbard@bak.rr.com]  
**Sent:** Tuesday, March 24, 2009 11:16 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail transportation ticket fees

The ticket fees for the High Speed Rail are too expensive for the average income person. The monthly ticket cost for transportation in Cook County Illinois (which runs to the Wisconsin border) that has one of the best transportation systems in the United States is less than \$200 per month. Senior citizens, handicap people, students and children travel at a reduced fee. Daily fees are less than \$10. If the purpose of the High Speed Rail is to reduce automobile traffic on California Highways then some more thought must be taken with regards to the fees. Otherwise, it will be just another California failed project. Like other projects in California, this seems to be just another way of collecting more money on the pretense of helping the average Californian save money.

#S Fares

**Kris Livingston**

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**From:** Shanti Dorfman [shantidorfman@yahoo.com]  
**Sent:** Tuesday, March 31, 2009 3:47 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

As a long time worker along the Peninsula, I am writing to request that plans for the high speed rail project be placed on hold until further options can be evaluated. The current plans to run trains on an elevated railway through the most desirable parts of the Peninsula will, undoubtedly, forever change the landscape, the appeal and the value of the multiple cities the tracks will run through. Further, it is not clear what the environmental impact will be. Please postpone decisions until alternate plans can be investigated.

Sincerely,  
Shanti Dorfman

2  
DIFF. ALT  
1  
AES  
IMPACTS  
6  
PROP. VALUE

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:03 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Penny Durham [mailto:sevenandsixplus@yahoo.com]  
**Sent:** Monday, April 06, 2009 9:03 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

The plan to run HSR up the SF Peninsula presents many problems which need to be addressed fully in any environmental impact review/statement. Below are some of these issues, all of which need to be covered by the environmental statements.

#1 intro

1) Grade Separations

The number of grade separations required to run the train through a conurbation would be enormous. Each of these would present an expensive and sizeable project in itself.

#2 grade separation

Having observed the construction of one grade separation, I can vouch for the many and exorbitant cost overruns entailed. Construction was lengthy and disruptive. At completion, the character of a neighborhood had been permanently destroyed. The poorly designed project, on a formerly much-used pedestrian thoroughfare, created extreme difficulties for pedestrians (especially for the disabled, who were excluded from consideration) and altered a neighborhood street into something like an expressway. The local pattern of small businesses and housing was also destroyed.

#5 construction costs  
#1 land use

\* The environmental impacts, short-term and long-term, as well as the cost of building each grade separation need to be addressed, as each grade separation comprises a separate and significant engineering project. Economic considerations should be included.

#1 All  
#2 grade separation  
#5 costs

2) Aesthetics, History, Local Character and Quality of Life

The present Caltrain line retains the character of a small rural railroad, as it originally was. Each community along the Peninsula has its station, around which the community grew up. Widening and segregating the railroad would drastically alter the character of cities between San Francisco and San Jose, in some cases splitting them.

#1 cultural resources

The tracks at present are like an urban greenway which would be eradicated by the rail equivalent of a concrete freeway. Some cities retain their historic station structures beside the tracks. The cultural center of Atherton, whose parks and civic buildings and numerous heritage oaks are adjacent to the tracks, would be destroyed.

#1 cultural resources  
#1 historic resources  
#1 aesthetics

Such "gashes" running through a community do not generally heal (as can be seen with most urban freeways in Seattle, for example.) The decision not to replace former urban freeways, destroyed by earthquake, in Oakland and San Francisco, is testimony to this.

#1 Aesthetics

Should any stations be located along the Peninsula route, large parking lots would presumably need to be created beside these stations, further affecting the heart of many Peninsula cities.

#1 traffic & circulation  
forky

The potential noise and the visual impacts of a broad trench or a raised track would appear to be enormous. The tunnel proposal would probably be very expensive. "Cut and cover" would entail the destruction of trees and structures.

#1 Noise  
#1 Biological Resource  
#2 Elevated track  
#5 costs  
#1 biological resources  
#11 conclusion

The removal of trees and vegetation and their replacement by concrete would have immense environmental impacts along the entire corridor (e.g. increased reflectivity, loss of habitat).

\* The impacts -- not only aesthetic, but also historical, environmental, financial and social -- need to be addressed for each community and for the corridor as a whole.

### 3) Cost/Benefit

It is very unlikely that the high-speed trains would, in fact, travel at high speed along the Peninsula. In this case, there would be no point in constructing a high-speed railroad for them. If the trains were to stop only in San Jose and San Francisco, there would be no benefit to running high speed trains up the Peninsula, as opposed to providing rail spurs to those two destinations. If the trains were to make stops along the Peninsula, they would have no opportunity to travel at high speed, even if this were possible in the urban environment.

#3 travel time train speed

Therefore, a cost/benefit analysis, comparing running the tracks up the East Bay/Central Valley with the urban Peninsula route, might show much higher costs (financial/aesthetic/environmental) for the San Francisco-San Jose corridor, with few appreciable benefits.

The benefits of fast transportation may not outweigh the costs to California heritage and quality of life in affected communities all along the SF Peninsula, that will be damaged by this huge engineering project -- and which would have to be made all the clumsier because of being routed through an urban region.

#3 travel time train speed  
#5 costs

High-speed rail also only addresses passenger travel, not freight, and does not replace the pollution and wear to the freeways created by heavy trucks presently carrying freight.

#3 coordination w/ Freight

\* The comparison between alternate potential routes needs to be made in depth and is required by the California Environmental Quality Act. A proper cost/benefit analysis should be based on realistic goals and should address financial, environmental, historical, social and aesthetic factors.

#2 alternate route  
# traffic

### 4) Realistic Claims for HSR

High-speed rail could potentially replace plane traffic, provided it compares favorably in cost, but is less likely to replace automobile traffic. People who need their cars at their destination would still take them. The cost advantage for groups, in travelling together by car, would remain. Subsidization would probably be needed to decrease fares in order to draw a significant ridership away from their cars.

#5 fares  
#7 ridership misleads

\* Studies should be made of other places where HSR has been introduced to come up with realistic bases for cost, ridership, benefits, etc.

#6 calculator & ridership

### 5) Information

This plan placed on the ballot was sketchy, having been presented before sufficient planning details and problems had been worked out. As no accurate detail was available, the vote in favour of HSR represents a referendum for improved transportation, rather than an endorsement for any particular route, and may not be interpreted as a vote in favour of destroying the character or quality of life of the San Francisco Peninsula.

#7 prop 1A (misinformed)

A misleading promotional film (shown at pre-election public meetings, such as in Atherton) showed HSR being used for short journeys, such as a trip to the local airport -- not a suitable distance or location for high speed -- and showed a minimally intrusive track passing through open countryside, without even the blemish of a fence or power pole noticeable on the landscape. The public was not informed of the true impacts of constructing high-speed rail, against which to weigh the potential benefits.

misleading

**Kris Livingston**

---

**From:** Finfun3@aol.com  
**Sent:** Sunday, April 05, 2009 4:41 PM  
**To:** HSR Comments  
**Subject:** High speed rail thru Burlingame

Take it underground please... ]# 2 underground

---

Worried about job security? [Check out the 5 safest jobs in a recession.](#)

**Kris Livingston**

---

**From:** Hongwei Feng [hongweifeng@hotmail.com]  
**Sent:** Thursday, March 19, 2009 10:34 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear Sir/Madam,

The HSR will create too much noise to our daily life. We can not live like that!

] #1 Noise

Thanks, Hongwei

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**Kris Livingston**

---

**From:** RichardFra@aol.com  
**Sent:** Tuesday, March 17, 2009 1:41 PM  
**To:** HSR Comments  
**Subject:** Stockton or Modesto to the Bay Area Connection

*out of Area*

Hello

In reviewing the proposed alignment, please note that a direct line from either Stockton or Modesto to the bay area connecton just west of Gustine and Los Banos eliminates about 100 miles from Sacramento to San Francisco. This will reduce the travel time to from SF to Sacramento by about 20 - 40 minutes depending on train speed.

*] #2 Alignment*

Richard Frankhuizen  
2104 Stockman Circle  
Folsom CA 95630

916 983-5134  
916 718-4834

[Richardfra@aol.com](mailto:Richardfra@aol.com)

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**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:43 PM  
**To:** Kris Livingston  
**Subject:** FW: put the terminus in San Jose  
**Attachments:** Good Plan – Terminus of High Speed rail.ppt

---

**From:** Jeff Frick [mailto:notopsaab@yahoo.com]

**Sent:** Monday, March 02, 2009 6:14 AM

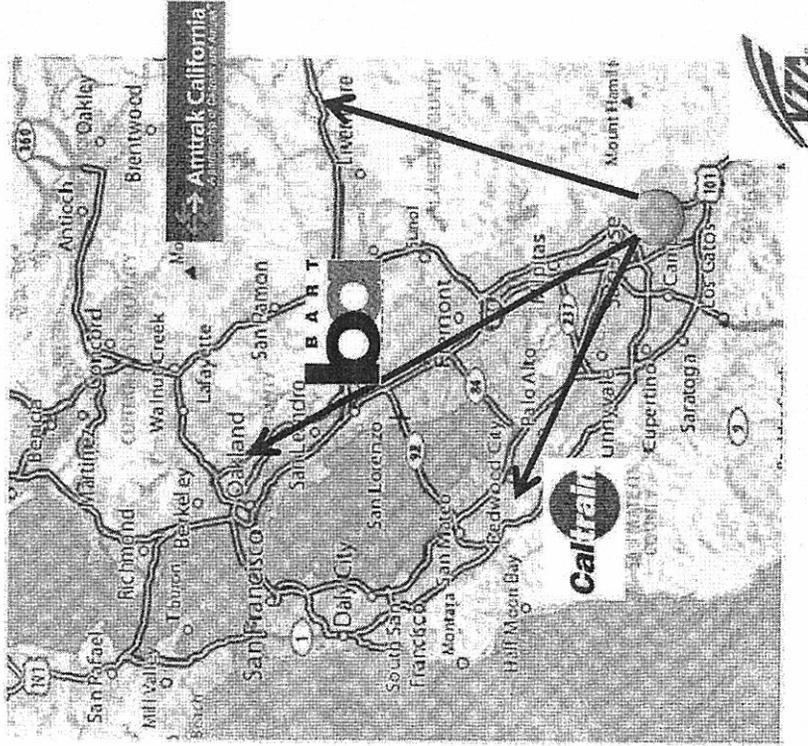
**To:** HSR Comments

**Subject:** put the terminus in San Jose

makes more sense

} #2 terminate in San Jose

# Good – San Jose Terminus of Cal High Speed Rail



- Interconnect with 4 major public transport systems
  - BART (East Bay)
  - Cal Train (Peninsula, San Francisco)
  - SVTA (San Jose, Silicon Valley)
  - Amtrak (Oakland, Sacramento)
- Easy access to three Major Airports
- More / Cheaper land for better terminal, interconnects
- Increases utility of extending BART to San Jose
- Cheaper (50 fewer miles to build, leverage existing public transit lines)
- Avoid **Peninsula 50** nightmare (cost, litigation, 50 extra miles)
- It's going to stop in SJ any way



**Kris Livingston**

**From:** mafruth@yahoo.com  
**Sent:** Sunday, April 05, 2009 8:48 PM  
**To:** HSR Comments  
**Cc:** atherton@ci.atherton.ca.us; Menlo Park City Council; PACouncil  
**Subject:** High Speed Rail Comments

Please evaluate as alternatives, each of the three rail tracks in the East Bay, including the fact they can more easily connect with Sacramento. The problems connecting San Francisco with the East Bay evaporate. Please evaluate every option in terms of true complete costs and accurate ridership, while the no-build alternative would have no monetary costs, the commuter route should be analyzed, since this High Speed Rail is a long-haul line, not a commuter line.

#2 alt route

Please evaluate every option in my comments, with well rationalized total numeration of the complete, true costs and well rationalized ridership.

#2 ridership

Please evaluate all three East Bay Rail Lines as alternatives separate from all other possible alternatives. All East Bay alternatives should note the relative ease and cost savings of building the extension to Sacramento.

#2 alt route

The source of the profits that are need to build the extensions to Sacramento and San Diego should be identified and described in detail, since no other transit system in the world has produced a profit of any kind.

#5 cost

Any Statement of Overriding Considerations must evaluate all possible alternatives, without exception.

#1 Alternative

True and complete costs of eminent domain, including, but not limited to, actual value of all properties as of November 4, 2008, and complete legal costs and fees of litigating acquisition of every parcel, every multi-million dollar house and business. Even raw land is rare and costly in all urban areas along this route. Please include all other costs of this project, with no vague dismissive comments.

#6 Property value eminent domain

As High Speed Rail increases train speeds, costs increase, energy efficiency decreases, and energy consumption increases geometrically. Like the now obsolete Concorde, high-speed trains are enormously per-capita expensive to operate, can only be justified with very high density populations with access to a comprehensive, multi-modal public transit system that support them. Therefore, please compare this project to the proposal to construct comprehensive, multi-modal commuter lines in the same geographic area.

#4 multi-modal commuter line  
#5 cost

Any public official who believes that and/or has stated that the decision has been made BEFORE the Environmental Impact Report has been completed, should not vote on these proposals. This is an impermissible procedural error. In particular, Rod Diridon, given his financial relationships with High Speed Rail contractor Parsons Brinckerhoff, and his position as executive director of the Mineta Transportation Institute. Mr. Diridon does not appear to be the only one with conflict of interest issues.

#7 conflict of interest

Margaret Fruth  
Geographer

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:38 PM  
**To:** Kris Livingston  
**Subject:** FW: NO! To an above-ground or trenched HSR on SF Peninsula

-----Original Message-----

**From:** Joanne Garrison [mailto:msjgarrison@aol.com]  
**Sent:** Tuesday, March 03, 2009 7:36 PM  
**To:** HSR Comments  
**Subject:** NO! To an above-ground or trenched HSR on SF Peninsula

I am writing in response to your request for public input regarding the HSR project. I am adamantly opposed to any high speed rail plan for the San Francisco Peninsula that would involve an above-ground rail or a trenched rail. If the high speed rail cannot be routed underground, then the link that extends the rail from the Central Valley to San Francisco should be put through the open space in the East Bay.

The SF Peninsula is made up of numerous, small cities that all got their start because they were on the San Francisco to San Jose rail-line. As a result, the Peninsula is ahead of its time : we have had a mass transit rail system since 1864. Because the Peninsula's towns were built before the creation of the automobile, their main business districts, their main public properties such as high schools and parks and some of their most beautiful housing are all within a short walk to their historic train stations, many of which are state landmarks or are on national historic registers. Indeed, one might say that Burlingame, San Mateo, Menlo Park and other Peninsula towns were the original "transit-oriented development." The newly proposed high speed rail, in the form of above-ground tracks or trenched tracks, would involve eminent domain of some of our most precious and highly valued downtown properties, as well decreased property values due to the unwelcome addition of loud sounds and shaking caused by the high speed rail. We have a mass transit system that works for us: CalTrain.

Thank you for your consideration.  
Joanne Garrison

#11 intro  
#9 opposed  
#2 underground/tunnel  
#2 attenuate alignment  
#1 historic/cultural resources  
#6 eminent domain  
#6 property values  
#1 noise, #1 vibration  
#11 conclusion

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:36 PM  
**To:** Kris Livingston  
**Subject:** FW: Put HSR Terminus in San Jose

-----Original Message-----

**From:** Joanne Garrison [mailto:msjgarrison@aol.com]  
**Sent:** Wednesday, March 04, 2009 2:35 PM  
**To:** HSR Comments  
**Subject:** Put HSR Terminus in San Jose

I previously wrote to you to express my deep concern about putting a HSR right through the middle of the SF Peninsula communities. One idea that would work is for HSR to be routed from LA to San Jose and allow passengers to disembark and hop on a CalTrain for their trip to San Francisco, or a BART train for a trip to Oakland. We do not need three transit systems in the Bay Area and having HSR stop a changing station in San Jose would allow passengers the flexibility of a trip to either Oakland or San Francisco without ruining the cities along the railway.

Joanne Garrison

} #2 terminate  
in San Jose

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:58 PM  
**To:** Kris Livingston  
**Subject:** FW: HSR "Musts"

-----Original Message-----

**From:** richard geiger [mailto:rickgeig@yahoo.com]  
**Sent:** Tuesday, April 07, 2009 12:00 AM  
**To:** HSR Comments  
**Subject:** HSR "Musts"

Here is what I consider to be essential: ] #11 intro

No part of the system will be built until all of the financing is in place.

No requests like: "We are out of money so there needs to be a new tax or Bonds to complete the system."  
All cost over runs must be paid by the private money investors.

} #5 sources of funding

No money from taxpayers to subsidize tickets or operating and maintenance. ] #5 fares

Ticket prices must be set so that the trains make a profit for the investors including taxpayers. ] #5 fares Profitability

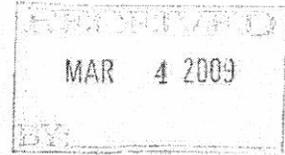
The operation of the trains shall be the full responsibility of a private company set up by the private investors. ] #5 operating agency

As to the San Jose to San Francisco route: ] #11 intro

The clearance between homes and private property must be such that if there is a train derailment of any kind or any cause the private property will not be affected in any way. ] #1 land use #1 safety

The time for comments must be extended another 30 days as new information is being leaked out every day on this HSR system ] #7 additional comment period

California High Speed Rail Authority  
San Francisco to San Jose Section  
Scoping Period Comments  
January 2009



Dan Slavin  
Manager of Rail Service  
Graniterock  
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FAX: (831) 768-2201  
Email: dslavin@graniterock.com

Graniterock supports the California High Speed Rail Authority (CHSRA) Project along the San Francisco Peninsula. Special care should be taken so that Rail Freight Service is not negatively impacted. Already rail freight access to the mainline is squeezed between the hours of 10pm and 4am. These hours of mainline access already are inadequate to service the rail freight needs of the peninsula during periods of peak demand now. The only other option for freight delivery is to put additional truck traffic on our already congested streets and highways. That is an unaccepted solution. Keep in mind that one loaded aggregate railcar (100 tons) keeps 8 trucks (4 loads & 4 empty) off of our streets and highways. That's one 100-car train keeps 800 trucks off the roads. Graniterock plans in the coming years to increase rail shipments to the peninsula by 60% over the 2008 level. Current service provided by the Union Pacific Railroad is inadequate to handle that volume. Service windows and storage track are reported bottlenecks. The overall track system must be designed and constructed with the combined needs (High Speed Rail, Caltrain, Freight) of the 2050 Bay Area community in mind. CHSRA must study these combined needs to best determine the best configuration and design. The overall system must provide:

- Adequate access to mainline for all users (High Speed Rail, Caltrain, Freight) using 2050 population projections. Freight must be allowed greater access to the mainline either by adding hours of access at night or by creating more usable periods of access during the day.
- All tunnels and other track systems must be designed as not to limit the future use of larger rail freight equipments such as automotive transports. Clearance of 22.5 ft must be allowed in all locations in compliance with CPUC General Order 95.
- It is critical that Union Pacific and Caltrain rail yards along the peninsula cannot be reduced in size or access limited due to High Speed Rail. There is already too little rail storage in these yards which limit growth opportunities. Additional storage track must be made available.
- Care must be taken not to disrupt peninsula rail freight service during the construction period.
- It seems to make sense that only Express High Speed Rail Service between San Jose and San Francisco without additional stops between the two. It does not make sense to slow down a high speed train between those two locations. Allow Caltrain to handle the passenger traffic between the two. High Speed traffic could be allowed unhampered access to the two middle tracks without having to coordinate crossovers of Caltrain/Freight lines to access intermediate stations. I would think that such crossovers would also add an unneeded safety hazard as well.

#8  
suppr

#2  
Freight

#2  
Freight

#2  
tunnel  
tracks

#2  
Storage  
track

#2  
Freight

#1  
Safety

#2 STATIONS  
(NONE)

I-0.34  
(Graniterock)

**Cris Livingston**

---

**From:** info@hsr.ca.gov  
**Sent:** Friday, April 03, 2009 3:15 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Helen Grindley  
Company:  
Phone: 650-324-1069  
Email: [susan grindley@sbcglobal.net](mailto:susan grindley@sbcglobal.net)  
Website:  
Comment:

The Route for this train should not be up the Peninsula. The population is not in San Francisco but in Sacramento and the East Bay who will possibly use this train. Have studies been done on the future rider ship and where they will go? If it is business they will go to John Wayne airport area. If families, it will be to Disneyland, with all their stuff, not a train.

*alt. route*  
#2 terminate  
#6 calc.  
of ridership

**Kris Livingston**

---

**From:** John Guislin [jguislin@gmail.com]  
**Sent:** Saturday, April 04, 2009 1:17 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Sirs:

I opposed the highspeed rail bill because I think it is a solution that worked in the last century where right-of-ways for trains had long been established and development occurred around these tracks. Today, we live in a more populated world and should be looking for new alternatives.

#9 oppose  
#11 background

Trying to establish high-speed rail in a densely populated suburban area like our peninsula will result in far too many negative impacts on the environment for residents. I do not want to live anywhere near a 15 foot high "Berlin Wall."

#1 operational impacts  
#1 aesthetics

In addition, the HSR Bond was not well detailed and people voted with inadequate information.

#7 prop 1A misinformed

I now strongly encourage you to fully evaluate any options that will reduce the negative impacts of this project on the peninsula, including underground tunneling and stopping the HST in San Jose.

#2 tunnel  
#2 terminate in San Jose

If these actions are not taken, I will make taking every legal action possible to stop the HST my highest priority.

#11 conclusion

Sincerely,

John A. Guislin

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:03 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

**From:** Kay Gutknecht [mailto:k.gutknecht@sbcglobal.net]  
**Sent:** Tuesday, January 27, 2009 6:39 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Due to illness, it is unlikely I will be able to make the Thursday meeting in my county to gather comments on the HSR. Would you please include my following comments with those you collect on Thursday?

Thanks,

Kay

My concerns, and I'm sure those of my neighbors, will be the same as for the Caltrain Maintenance facility: Noise, Noise, Noise, visibility issues, Noise, graffiti, Noise, pollution, Noise.

#1  
Noise  
aesthetics  
hazards

- If the rail line is raised above grade through our neighborhoods, the noise generated by the trains will be a huge concern. Rail screaming from the Freight lines as a result of the Caltrain realignment is an ongoing problem. I would expect the same situation from the HSR, only higher pitched screaming as it sails by. That needs to be mitigated. Perhaps a higher wall, like about 4 stories extending from Diridon to the Santa Clara Station would do the trick.
- Noise generated by the Caltrain station bounces back into the neighborhood when there is an air inversion layer. The wall does not help this noise, which is loud enough to wake sleeping residents. I would expect more of the same from the HSR.
- If the rail is underground through out neighborhood, then, like with BART, the concern will be the noise generated by the air circulation system vents and mechanics that are above ground.
- I was never able to open the HSR web site and play the video on SJ segment, but I understand it reflects a huge new station at Diridon. I know that part of the project has yet to be awarded to your company, but noise from that will also be an issue, to say nothing of being a potential eye sore.

#1  
noise

#1 noise

#1 noise  
aesthetics

Thanks, and let me know if any clarification or additional information is needed.

Regards,

Kay

**Kris Livingston**

---

**From:** Sandra Hahn [energymnastics@msn.com]  
**Sent:** Monday, April 06, 2009 9:32 AM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HSR

To Whom It May Concern:

I am concerned about the following impacts that the proposed San Francisco to San Jose HSR will have on:

#11 intro

\* Safety: How can you guarantee the safety of the people living, biking, driving along the corridor?

#1 safety & security

\* Noise levels: How will noise levels be affected by the combination of more frequent trains running at much higher speeds?

#1 noise

\* Local traffic Flows / Community Separation: How will you avoid separating children from their schools and large sections of the city from emergency services?

#1 community separation  
#1 public services  
#1 traffic & circulation

\* Property values: How can you prevent putting the homeowners in a huge hole financially by bowing to budget constraints limiting proper reimbursement of lost FMV / equity in their houses?

#6 property values

\* How will you avoid destroying our trees and impacting on local wildlife?

#1 biological resources

\* How will you mitigate the visual impact of an elevated track structure and the increased air pollution caused by increase in the frequency of the trains?

#1 Aesthetics  
#1 AP

Consideration should be given to other routes. Why would the route selected be through the most densely populated area in the Bay?

#2 alternate alignment

Also consideration should be given to effects of electromagnetic fields and what impact this can have on the children in the corridor.

#4 EM technologies  
#1

Regards,

#1 HAZARD

Sandra Hahn

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:58 PM  
**To:** Kris Livingston  
**Subject:** FW: CMA Board: Peninsula Route Alternative

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**From:** Ellen Hartog [mailto:elh109@sbcglobal.net]  
**Sent:** Monday, February 02, 2009 11:26 AM  
**To:** HSR Comments  
**Subject:** Fw: CMA Board: Peninsula Route Alternative

High Speed Rail FYI

] #11 Intro

--- On Thu, 1/29/09, Richard Pollak <[rjpollak@sbcglobal.net](mailto:rjpollak@sbcglobal.net)> wrote:

**From:** Richard Pollak <[rjpollak@sbcglobal.net](mailto:rjpollak@sbcglobal.net)>  
**Subject:** CMA Board: Peninsula Route Alternative  
**To:** [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)  
**Cc:** [president@bpaonline.org](mailto:president@bpaonline.org), [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com), [board@ctra.org](mailto:board@ctra.org),  
[norman.beamer@ropesgray.com](mailto:norman.beamer@ropesgray.com), [CPNATalk-owner@yahoo.com](mailto:CPNATalk-owner@yahoo.com), [lorimer@meer.net](mailto:lorimer@meer.net), [sgo@yahoo.com](mailto:sgo@yahoo.com),  
[KarenWhite4@sbcglobal.net](mailto:KarenWhite4@sbcglobal.net), [david@ecomagic.org](mailto:david@ecomagic.org), [greenacres.1@gmail.com](mailto:greenacres.1@gmail.com), [allyn4186@earthlink.net](mailto:allyn4186@earthlink.net),  
[info@greenmeadow.org](mailto:info@greenmeadow.org), [kathleen.hughes@sbcglobal.net](mailto:kathleen.hughes@sbcglobal.net), [m-mcmahon@sbcglobal.net](mailto:m-mcmahon@sbcglobal.net),  
[middlefieldroad@yahoo.com](mailto:middlefieldroad@yahoo.com), [laurawbrown@earthlink.net](mailto:laurawbrown@earthlink.net), [chair@omvna.org](mailto:chair@omvna.org), [janterry@sbcglobal.net](mailto:janterry@sbcglobal.net),  
[LT2J@pacbell.net](mailto:LT2J@pacbell.net), [meyere@concentric.net](mailto:meyere@concentric.net), [lancasternovoal2@gmail.com](mailto:lancasternovoal2@gmail.com)  
**Date:** Thursday, January 29, 2009, 6:52 PM

It is planned to run through through the heart of all the Peninsula cities? What an insane idea! If it is shown to be impossible to route it along the west shoreline, then the east shoreline of the bay should be considered. There is a third option, however. Forget about constructing the costly spur over Pacheco Pass to San Jose from the main rail line in the Central Valley That would cut the cost of the project significantly and bring into use much earlier. The high-speed train technology is unsuited to that topography, and the trip would be a slow one. Replace that rail connection with a high-speed, integrated modern coach system to San Jose and, via Altamont Pass, to Oakland and San Francisco. Faster and cheaper. Ready sooner. And use some of the money saved to finish the main high-speed route from L.A. to Sacramento.

} #2 Alternative Alignment  
} #2 Alternates  
} #5 Source of funding

---

You received this message because you are subscribed to the Google Groups "Charleston Meadows Board" group.  
To post to this group, send email to [cmaboard@googlegroups.com](mailto:cmaboard@googlegroups.com)  
To unsubscribe from this group, send email to [cmaboard-unsubscribe@googlegroups.com](mailto:cmaboard-unsubscribe@googlegroups.com)

---

**Kris Livingston**

**From:** Google Documents [noreply@google.com] on behalf of hindas2@gmail.com  
**Sent:** Sunday, April 05, 2009 10:29 PM  
**To:** HSR Comments; hindas2@gmail.com  
**Subject:** "San Francisco to San Jose HST"

This are my scoping questions per the High Speed Rail along the Caltrain Right of Way

[comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)

"San Francisco to San Jose HST"

1. I am opposed to an elevated track(s) running along the Caltrain Right of Way in Palo Alto. However, since the HSRA has provisionally set forth an elevated alternative in its program document during the community outreach and scoping sessions, I am requesting that the HSRA provide the following as part of the environmental impact of such a structure:

a) I want the HSRA to examine the environmental impact of the visual clutter of an elevated system in neighborhoods of one story dwellings. Some of these neighborhoods have historical status. I would expect that the evaluation of such impact to include realistic mock-ups of the elevated alternative including catenary and trains with pantographs. I request that the level of environmental impact be evaluated by an advisory board made up of representatives of the affected communities.

b) I want the HSRA to conduct scientifically designed studies on the noise that will be generated along the corridor so that the communities affected will be able to evaluate the environmental impact of an elevated train traveling at 120 mph combined with freight, baby bullets from Caltrain and Caltrain local trains. I would like the HSRA to present its data on the experience of people living near such tracks. Such data should include the experience of the environmental impact at different distances from the train as well as the effect of a sound wall.

c) I want the HSRA to conduct or make available scientifically designed studies to determine the amount of debris/dust and other particulate matter (grease, oil) generated along the route as trains pass at high speeds through the neighborhood.

d) I want the HSRA to identify the source of funds for maintaining the right of way, deodorizing and cleaning litter that will inevitably accumulate in underpasses and for removing graffiti from concrete surfaces. I would like the HSRA to clarify how affected communities might interact with HSRA to determine maintenance standards.

e) I want the HSRA to provide data for us to evaluate the degree to which vibrations will emanate from the passing trains into the adjacent soil and homes.

f) I want the HSRA to elucidate the procedure for eminent domain and to identify all properties that would be subject to eminent domain.

g) I want the HSRA to elucidate its basis for evaluating the value of property most immediately affected by the structure. I request that homes be valued prior to the election in Nov. of 2008. The impact of the HSR on value of property can be measured by assessing the changes in value of properties in similar neighborhoods that do not abut the right of way. If other properties have gone down 5%, for example, since last November, but the homes near the right of way have gone down 15%, we can assign the greater dip in value to the effect of the impending construction of the HSR. Will the HSRA appeal to the

#9 elevated tracks  
#7 request  
#1 aesthetic  
#1 cultural  
#1 historical  
#1 OCS  
#1 advisory board  
#1 meetings  
noise  
#1 HAZ  
#1 Air quality/operation (maintenance)  
#5 cost  
#1 aesthetic  
#1 safety  
source of funds  
#1 vibration  
noise  
Geology + soil  
#6 eminent domain  
#6 Property value  
#6 Methods of calculation of land value

I-040

county to lower property taxes for those owners whose properties lose value?

h) Some homeowners in the affected areas have applied Prop 60 or Prop 90 in the purchase of their homes. I want the HSRA to set aside funds, or move to create legislation, as part of its powers of eminent domain to extend a one time exception to the one time rule for those homeowners who must sell because they cannot tolerate the environmental impact of the HSR structure. I want the HSRA to make its intentions relative to this item explicit.

#6 eminent domain property rights

i) I expect that the HSRA will back up all its claims about environmental impacts with hard data. As the HSR has stated, there are other HSR systems in the world. I expect you will present us with real data collected from impact studies, not just the HSRA's subjective assessment that a particular feature of the project will have minimal impact. This was one of the more startling and unsettling components of the plan document.

#2 Compare foreign system

j) I want the HSRA to specify how much money will be set aside for reimbursement of property owners whose property suffers damage over time from the environmental impact of the railway.

#6 compensation

k) I want the HSRA to specify how it will reimburse property owners who are temporarily dislocated due to the disruptive effects of the construction. How will homeowners who can not tolerate the noise, dirt, interruption of traffic flow, etc of the prolonged construction be able to access funds to help them relocate temporarily. Will such homeowners receive respite from paying property taxes.

#6 compensation relocation

2. Because the elevated alternative for bringing high speed rail through Palo Alto is likely to pose the most severe environmental impacts I am requesting that the HSRA make its highest priority the investigation of the feasibility of all alternate solutions to an elevated system. These include: 1) tunneling, 2) trenching, 3) cut and cover, 4) at grade.

#2 alt  
#2 tunnel trench grade

**For each of the above alternatives I request that the HSRA present the same data and information as I have requested in (a) through (k) above.**

#4 aesthetic an quality noise safety, etc

3. I am requesting that the HSRA present the credentials of all consultants hired by the authority and a list of their previous collaborations with members of the HSRA and Caltrain. I request that no consultants hired during the project document phase be employed during the construction phase. This would eliminate the appearance of bias from the expert consultants who might otherwise be seen as recommending construction alternatives that they are then hired to execute.

#7 consultant transparency conflicts of interest

4. I am requesting that the HSRA provide the public with the data to understand the basis for the design features it sets out in the project level document. Each of these features will have its own environmental impacts. Each choice will represent trade offs among construction and operational efficiencies, costs and environmental impacts. For the public to be able to work collaboratively with the HSRA and Caltrain, we must know the values assigned to the various trade offs.

#2 Design features  
#7 transparency  
#11  
Conclusion

**Kris Livingston**

---

**From:** info@hsr.ca.gov  
**Sent:** Saturday, April 04, 2009 11:45 AM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Margo Hinnenkamp

Company:

Phone: 408-782-1712

Email: [margohin@aol.com](mailto:margohin@aol.com)

Website:

Comment:

Please seriously consider locating the bullet train down the middle of U.S. 101. That makes the most sense for many reasons and is certainly the safest location. The space is already there and there will be no division of cities or towns.

2  
] DIFF ALTERNATIVE  
1  
SAFETY  
~~SAFETY~~  
Comm. impacts

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:51 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail

---

**From:** Susan Hong [mailto:susankhong@gmail.com]  
**Sent:** Friday, February 20, 2009 9:16 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail

Hello,

Like many others in California I voted yes for the high speed rail, but have since changed my mind as the economic circumstances have changed. Now that I see how much this rail will disrupt my community and cause real estate prices to fall further, I want to repeal my vote and say no to the rails. I do not want a wall dividing my community.

I also did not know that California would cut funding to schools, raise income taxes, raise sales taxes, and have a budget short fall. I simply do not want these high speed rails coming every 2 minutes through my community full of children who cross the rails everyday, and I think we do not have the money for it.

Thank you.  
Susan

#7 Prop 3A  
#1 Community impacts  
#9  
#6  
Property value  
#9  
#1 Safety  
#3 Frequency of trains

**Kris Livingston**

---

**From:** Khang Huynh [khangh@yahoo.com]  
**Sent:** Tuesday, March 31, 2009 12:18 PM  
**To:** HSR Comments  
**Subject:** high speed rail stop in Los Banos

Hi,

I would like to voice my option that I am in favor of a high speed rail stop in Los Banos. I would definitely move to Los Banos if I know there would be a stop there.

8  
] SUPPORT

Thanks,  
Khang

*Out of area*

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:06 PM  
**To:** Kris Livingston  
**Subject:** FW: No on hsr thru burlingame!

-----Original Message-----

**From:** jlsilveira@comcast.net [mailto:jlsilveira@comcast.net]  
**Sent:** Monday, April 06, 2009 12:22 PM  
**To:** HSR Comments  
**Subject:** No on hsr thru burlingame!

No, no, no.  
Sent via BlackBerry by AT&T

} #9 opposition

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:59 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

---

**From:** Greg Jumper [mailto:greg.jumper@gmail.com]  
**Sent:** Monday, April 06, 2009 10:59 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Regarding high-speed rail passing through the San Francisco Bay Area Peninsula, my emphatic opinion is "underground or not at all".

While the high-speed rail authority might have been given eminent domain authority by the poorly-documented ballot measure that passed last November, I'm confident that the courts, if necessary, will demonstrate to the rail authority that it does not have the authority to destroy the quality of life of tens or hundreds of thousands of people living on some of the most valuable property in the United States.

#2 tunnel  
#7 prop  
IA  
misinform  
#6 eminent  
domain  
#1 community  
impacts

Regards,  
Greg

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:55 PM  
**To:** Kris Livingston  
**Subject:** FW: high speed rail

#2 Design Alternative

**From:** JKANAREK08@comcast.net [mailto:JKANAREK08@comcast.net]  
**Sent:** Tuesday, February 10, 2009 2:05 PM  
**To:** HSR Comments  
**Subject:** high speed rail

extending the width of the right of way will be tied up in lawsuits for a generation. there is a better way, and that is an elevated structure over the Bayshore freeway with crossover tunnels instead of overpasses. No electric gates would be necessary and shutdowns would be minimized. Bonding and tax structures would be simplified and construction planning and execution times would be cut in half. Earthquake risks and repair times are also less. Connection to existing right of way near Morgan Hill would be easier to accomplish, Neighborhoods would be almost unaffected before, during and after construction completion.

#2 Tunnel

#5 Sources of Funding

#2

Connection near Morgan Hill

Community Impacts

J Kanarek

#4 ~~electric gates~~

#1 Geo Safety (operation)

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:03 PM  
**To:** Kris Livingston  
**Subject:** FW: HSR options through the peninsula and Palo Alto in particular

**From:** David Kandasamy [mailto:david@searchrev.com]  
**Sent:** Monday, April 06, 2009 1:33 PM  
**To:** HSR Comments  
**Subject:** HSR options through the peninsula and Palo Alto in particular

I think it would be really beneficial to the peninsula communities to have some ballpark idea of how much the various elevation options for the track would cost (elevated, level, trench, tunnel). There's an unnecessary level of mistrust of the HSR process because this information is not available.

With appropriate public support, it might very well be preferable to go with a tunnel option and turn the existing surface right-of-way into a greenbelt / bike path which would become a valuable asset for the entire Bay Area. Communities could thus be encouraged to help fund such a scheme and not put the burden on the HSR altogether.

If such an option would be feasible on a city-by-city basis, that would be helpful to understand as well. Palo Alto is about 5-6 miles long along the railway route and it would be useful to know if this is sufficient to allow a tunnel without the roller-coaster effect on the HSR.

If the HSR continues to offer only a single solution, I'm afraid that communities will become increasingly opposed to it. If the choices are better fleshed out, and communities can better understand why the choices were made in the first place, the chances of support become much greater.

David Kandasamy  
Ph: 650 799 6546  
Fax: 650 745 2753

#5 construction COSTS  
#7 INFO NEEDED  
#2 tunnel  
#2 greenway  
#2 tunnel  
#7 misleading  
#7 info request

**Kris Livingston**

---

**From:** Michael J. Krueger [kruegerm@avax.net]  
**Sent:** Friday, March 06, 2009 2:42 PM  
**To:** HSR Comments  
**Cc:** 'Michael J. Krueger'  
**Subject:** San Francisco to San Jose HST

Dear California High-Speed Rail Authority:

As a Bay Area resident and potential rider of California high-speed rail, I am writing to comment on the demands for tunneling made by residents along the current CalTrain corridor. Because I want to see the high-speed rail project successfully completed on time and on budget, I urge you to reject any call for tunneling that is not accompanied by a dedicated source of additional funds--over and above any funding currently allocated or planned for the high-speed rail project--to cover all extra costs incurred by the change of plans. Absent such additional funding, tunneling should only be done where it absolutely necessary for engineering reasons, not as a mitigation for aesthetics or noise impacts.

#2 Tunnel  
#5 sources of funding  
#1 Aesthetics Noise

If aesthetics and noise are such concerns to residents along the high-speed rail route, let them vote to tax themselves to cover the additional costs. There is already a good California precedent for this: On October 4, 1966, the residents of Berkeley voted to tax themselves to fund underground construction of the Bay Area Rapid Transit system instead of the proposed elevated structures.

#1 Aesthetics Noise  
#5 sources of funding

Every transportation system has some impact on the communities through which it passes, and reasonable efforts must be made to mitigate those impacts. Tunneling is not a reasonable mitigation for aesthetics and noise. Some of the cities currently demanding tunneling are far wealthier than the average California city. By refusing to pay for it, the residents of these wealthy cities are effectively proving that the cost impact of tunneling far exceeds the potential negative impacts about which they are complaining.

#1 Aesthetics Noise  
#2 Tunnel

Sincerely Yours,  
Michael J. Krueger

--  
Michael J. Krueger  
1204 Regent St.  
Alameda, CA 94501-5333

home: 510-864-8539  
mobile: 510-387-6974  
<mailto:kruegerm@avax.net>

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:55 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

-----Original Message-----

**From:** Mr Robert D Kugel [mailto:rdkugel@yahoo.com]  
**Sent:** Thursday, February 12, 2009 7:23 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I believe the California High-Speed Rail Authority (CHSRA) has three basic options with respect to the Peninsula corridor. One, as proposed, is to build a new, dedicated right-of-way for high speed rail, which will blight many well-established cities and neighborhoods the length of the Peninsula where the line has to be elevated. A second, suggested as an alternative, is to build more of the high speed rail corridor underground along the portions of the right of way where grade level or elevated tracks would be an issue. While this would address the blight problem, it would add substantially to the cost of constructing the right-of-way.

COMM impacts  
#1 EXISTING Justice  
#2 BUILD underground

However, a third option is to do neither; that is, operate the trains on the Peninsula's existing tracks. The disadvantage of taking this approach is that it will take longer than a dedicated right of way. How much longer? Today's "Baby Bullet Train" takes about 30 minutes more than CHSRA's estimate for the travel time between San Francisco and San Jose, but I assert 15-20 minutes is probably a more realistic estimate. However, the advantage of this third approach is it would cost far less, would not blight established cities and neighborhoods and would provide Caltrain's commuter service with the electrified right of way it (and its neighbors) have wanted for years - substantially more bang for the buck. It doesn't foreclose the option of building a dedicated right of way at some point. Moreover, the first two options will probably be tied up for a decade or more in environmental impact challenges, so why waste time and money planning any other course of action?

#2 / #3  
DIFF OPTION Upgrade  
Existing Rail Facilities  
#5 construction costs  
#9 Process planning

In assessing the costs and benefits of increasing the journey time by this additional 15-20 minutes, one has to consider the impact on ridership. Will an extra 20 minutes (or even 30 minutes) on this leg result in substantially fewer riders for the California High Speed Rail System and, if so, how many fewer? To answer this, we should first carefully examine CHSRA's projections on the number of travelers using the high speed train along this route. While its detailed methodology in creating its traffic forecasts may appear reasonable, the CHSRA's projections are questionable. Rather than getting lost examining the validity of each aspect of CHSRA forecast and the technical soundness behind the pages and pages of analysis, let's do a simple reality check. CHSRA projects the number of riders annually will be in the 88-117 million range within a decade or so of operation

#2 RIDERSHIP  
#1 Traffic  
#2 RIDERSHIP

(<http://www.cahighspeedrail.ca.gov/faqs/ridership.htm>). To put that into context, this is about equal to, or 30% higher than the total ridership of the entire French TGV system in 2007 ([http://www.jrtr.net/jrtr40/f22\\_ard.html](http://www.jrtr.net/jrtr40/f22_ard.html)). The TGV has been in operation for decades in a country with almost double California's population (62 versus 34 million) with heavier, established train-taking habits because of the substantially higher population densities all along the routes, far more compact city centers than in the United States and multiple transit options getting to and from the train than in most US cities. Even for this country CHSRA's forecast seems rather ambitious since it is about triple Amtrak's total ridership in the latest, record setting year (<http://en.wikipedia.org/wiki/Amtrak>). It is an even higher multiple of riders in the northeast corridor between Washington and Boston.

Compare with Foreign System

The idea that California needs to "catch up" to European high speed rail ignores the fundamental structural and demographic differences between these two regions. Compared to Europe and Japan, California is much less densely populated, its cities are far more sprawling and its intermodal transit options in almost all destinations are some combination of limited, expensive or inconvenient. Sure, LAX is a hassle, but it's closer to many people's final destination than the Los Angeles rail terminus. Compared to flying, it will take an additional hour or so to get from Union Station in downtown LA to the city's west side or the Orange county coast (even more if you plan to take mass transit). When you take that into account, how much time would you really save door to door? Sure, on the train portion of my trip I can travel from Gilroy to Bakersfield or Cucamonga to Escondido quickly, but how will I get to my business appointment(s) at the other end? Do people really want to add the cost of a rental car when they take an Orange County vacation from the Bay Area or vice-versa? Once I've rented a car or taken taxis, even if gasoline is \$8 gallon, how much money (and even time) have I really saved on my business trip?

#2 Compare to Foreign System

#3 Train time

Reliability

#9 Opposed

#2 Compare to Foreign System

When you cut through the welter of assumptions and the clutter of justifications behind the traffic projections, you have to ask a fundamental question: What is going to happen that will change Californian's travel habits almost overnight so that they go from rarely if ever riding a train to being twice as likely to take a train than the French? Short of imposing a \$1/mile toll on all freeways and a \$10/gallon gas tax to provide an incentive to take the train (and cover its operating losses), does this seem even remotely possible in the next 20 years?

#10 opposed

Transportation opinion

CHSRA's exaggerated traffic assumptions are the first step in a downward spiral into a boondoggle. Fewer riders than CHSRA is assuming means that there will be less frequent service than CHSRA is assuming, making train travel less convenient and therefore less attractive. It will mean that fares will have to be significantly higher than the \$55 CHSRA is assuming it will charge from San Francisco to Los Angeles to absorb the high fixed costs of the system, making train travel that much less attractive still. An additional 15-20 minutes between San Francisco and San Jose is not going to depress demand for high speed rail by anything like the lower frequencies and higher fares compared to what CHSRA has assumed to get to its fantastic traffic assumptions.

#2 Risk/Strat

Projections

#5 Fares

CHSRA's projections are so extreme they would make a defense contractor blush. By 2030, high speed rail traffic is unlikely to be anywhere close to CHSRA's estimate, necessitating a huge ongoing subsidy from California taxpayers. It's bad enough that we are on the hook for a project that was sold on transparently unrealistic assumptions. Worse, from a Peninsula resident's perspective, is that in the process of creating this boondoggle, we're talking about blighting cities, towns and neighborhoods. Until the high speed rail system demonstrates that there is sufficient demand in the system and along this route to justify the 15 or 20 minute difference in trip time, we should choose option 3: have the trains run down an electrified version of the existing right of way. This is by far the most cost effective way of proceeding.

#5 operation costs

#9 opposition process

#1 Ent Justice

#2 alternative

#3 upgrade Existing Rail Facilities

#5 COST.

I would love for there to be a high-speed rail alternative in California that the state's taxpayers could afford. I frequently use BART and Caltrain, even if it is somewhat more expensive and less convenient than driving. I have traveled on high speed trains in Europe and Japan, which is why I know that California is not either (not even close!) and won't be anytime soon. We shouldn't ruin our Peninsula neighborhoods pretending that it is or will be anytime in the next 20 years.

#9 Opposed

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

-----Original Message-----

**From:** Paul Kunz [mailto:paulfkunz@gmail.com]  
**Sent:** Friday, February 06, 2009 4:37 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I recently read in the Palo Alto Daily, that some communities along the San Francisco to San Jose route are worried about the widening of the rail right of way to accommodate the HST tracks.

I don't understand that. The French TGV system was designed so that the trains could run at full speed on new specially designed tracks, but also be capable of using existing tracks.

This makes it possible, for example, to take a TGV from Paris to Geneva where the part of the trip from near Lyon to Geneva winds through the Jura mountains on regular tracks at slower speeds. The TGV was also designed to be able to run on different overhead electric voltages. This allows it to cross international boundaries where the voltage level might change.

So can one not just electrify the existing CalTrain tracks and let the HST run on that? CalTrain has plans to electrify anyway.

If the HST trains could run on regular tracks, then hundreds of miles of existing track could be used by just electrification, which is surely much less expensive than building new track. For example, the HST could run from San Jose to Oakland and beyond to Sacramento by electrify this existing line.

} #2 Row Widening  
#2 Foreign System  
#3 CalTrain Coordination

Kris Livingston

---

**From:** Pauline LaCrosse [paulinelacrosse@gmail.com]  
**Sent:** Monday, April 06, 2009 11:42 AM  
**To:** HSR Comments  
**Subject:** Hight Speed Rail

Please consider this for the future of our children. We have lost sight of almost everything. Thankyou. P  
laCrosse

*[Handwritten signature]*  
#1  
COMMUNITY  
IMPACTS

**Kris Livingston**

---

**From:** Charlie Larson [djciv@garlic.com]  
**Sent:** Wednesday, March 11, 2009 8:20 PM  
**To:** HSR Comments  
**Cc:** Alex Larson; djciv@garlic.com  
**Subject:** do you have?

*out of Area*

Do you have a physical model of the high speed train that can be brought to an area to be viewed?  
How about the actual full scale train? Perhaps it can be brought to Gilroy and parked at the Gilroy Transportation hub for exclusive viewing for participants of our event. Another spot might be the spur to park the Bullet Train would be the spur just off of Bolsa Road. Imagine the great photographs of the high tech train against the agricultural background and beautiful hills. A public showing could also be done through press releases and after the hours in which our participants would be able to take a look and kick the tires so to speak. LOL We are considering doing an event to promote the high speed train and small airports for fast planes at ADAGIO in the Gilroy CA 95020 area. Tentatively called Planes, Trains and California Wines.  
We're hoping to create an event where people will flyin to either the San Martin or Hollister Airport and then be brought by limo or limo bus to ADAGIO for the event. Guests may also arrive by the CALTrain to the Gilroy Transportation Hub where they will also be brought to ADAGIO. During the day a visit will be arranged to see the High Speed Train and the guests returned to ADAGIO for more food and wine.  
Hotel and motel bargains will be arranged Please let me know what kind of large scale models you have available already, and send pictures of the displays and videography for online or offline display.  
We are along the Pacheco Pass selected route so I think many supporters in this area would love to see and celebrate this tax payer funded advance for the future.

*#7 provide renderings/models public meeting*

*#7 Outreach illustration*

Charlie Larson  
[djciv@garlic.com](mailto:djciv@garlic.com)  
<http://www.ADAGIOweddings.com>  
<http://www.GarlicShoppe.com>  
<http://www.RapazziniWinery.com>

PS PLEASE FORWARD THIS EMAIL to the right person ASAP.

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:54 PM  
**To:** Kris Livingston  
**Subject:** FW: High speed rail in Palo Alto

**From:** Kasevich Family [mailto:kasevich-larson@sbcglobal.net]  
**Sent:** Friday, February 13, 2009 10:14 PM  
**To:** HSR Comments  
**Subject:** High speed rail in Palo Alto

#2 Different Alignment

Dear Sir or Madam:

A high speed rail through the most populated portions of the Peninsula is a wrong decision. Please consider reevaluation of the project or arranging a route through less populated areas.

#9 opposed

The frequency of trains would create untenable traffic delays in already congested lines crossing the Peninsula, the area of most dynamic job growth and innovation in the California. This would adversely effect business commuters and quality of life for Peninsula residents.

#1 Traffic  
#3 Frequency of trains

With respect to Palo Alto residents, the majority of Palo Alto High students bike to school crossing the train tracks, creating an additional safety issue for these teenagers.

#1 Safety

Addressing these issues would create unreasonable costs for the rail, such as arranging tracks above or below ground.

#5 operation cost

The entire concept of a high speed rail should be reconsidered in light of these concerns.

#9 opposed

Thank you  
Mary Larson

**Kris Livingston**

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**From:** Eric Lennane [ericlennane@yahoo.com]  
**Sent:** Sunday, April 05, 2009 9:40 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail

Unfortunately the HSR would pass by my house and I do not believe that an elevated track would be viable in the San Francisco Bay Area. Additionally, the whole concept of a high speed rail to save maybe a 1/2 hour on each end, when compared to flying, doesn't justify the 200 billion dollar price tag that our children will have to pay.

} #9 oppose  
#5 social cost

As much as I respect the heavy industry lobbyists, they waged a successful campaign using public sentiment for green initiatives to pass an enormous bond measure which, feathers their own nests, and has no real practical benefit. This type of politicking should not be rewarded with fat contracts and future business. It should be stopped cold by courageous leaders that have some spine and a realistic view of the future.

} #7 Prop A  
#9 opposed

I've reviewed the report by the Cambridge group and find that it is wildly optimistic on ridership to justify a lower cost analysis and have significant doubts that ridership will even be a fraction of what is predicted. Flying is just as convenient and very competitive. Subsequently, the anticipated savings are all just so much smoke that has no basis in reality.

} #2 method of ridership

I can only hope that the politicians in Sacramento wise up and stop this measure. It will ultimately be one of the biggest boondoggles in California history.

} #9 oppose

Eric Lennane

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:41 PM  
**To:** Kris Livingston  
**Subject:** FW:

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**From:** jackie leonard-dimmick [mailto:akita550@hotmail.com]  
**Sent:** Monday, March 02, 2009 10:34 AM  
**To:** HSR Comments  
**Subject:**

California High Speed Rail Authority,

There has been much discussion - pro and con, about the high speed rail system. One con is the location: People's property becoming less valuable - some taken away, noise, and unsightly walls to look at.

If the trains will be as enthusiastically used, as we have been told by the "Calif. High Speed Rail Authority". why not eliminate one lane of traffic, in each direction, of 101, and replace it with the high speed rail? Boarding and exiting the train could be through tunnels under the freeway. All traffic noise, lights, and other inconveniencies would all be in one place. People wouldn't have to loose their homes or look at tall concrete walls. Menlo Park, Atherton and other communities could retain their present sense of quiet and peace.

Thank you for letting me share these thoughts.  
Jackie Leonard-Dimmick

#6 property value  
#6 eminent domain  
#1 noise  
#1 aesthetics  
#2 Alternate alignment  
#6 eminent domain  
#1 aesthetics  
#11 conclusion

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Windows Live™ Contacts: Organize your contact list. [Check it out.](#)

#1 traffic & circulation  
#1 noise  
#1 aesthetics

**Kris Livingston**

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**From:** David Lesikar [daveslesikar@yahoo.com]  
**Sent:** Friday, April 03, 2009 8:11 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear High-Speed Rail Authority:

I support deep tunneling of all four tracks (High-Speed and Caltrain) through Midpeninsula communities, instead of ending the high-speed line in San Jose or Santa Clara and transferring passengers to Caltrain express trains.

The deep tunneling could be paid for by development of the real estate over the tunnel. For example, tunneling proponents estimate that the extra cost of tunneling through Palo Alto (about \$500 million) could be paid for by developing condo units along **part** of the Palo Alto right-of-way. Real-estate development of more of right of way would have the potential to cover more of the overall cost of the high-speed rail project. This would reduce the state-wide net cost of the project.

I strongly prefer the deep tunneling over ending the high-speed line in San Jose and transferring passengers to Caltrain express trains, because I'm very attracted to the idea of direct high-speed transit from city center to city center.

Sincerely,  
David Lesikar

2  
TUNNEL  
6  
DEVELOPMENT  
OF AIRSPACE  
5  
PROJECT  
FUNDING  
2  
(Don't) TERMINATE  
IN SJ  
TRANSFER  
SYSTEMS

**Kris Livingston**

---

**From:** Cheryl Lilienstein [clilienstein@me.com]  
**Sent:** Thursday, March 26, 2009 9:35 AM  
**To:** galen1@mindspring.com  
**Cc:** HSR Comments; bmmaling@gmail.com; dan@danlorimer.net; daniel.k@earthlink.net; denzen@umich.edu; YAPAR@aol.com; illusionsnomore@roadrunner.com; mariamfula@earthlink.net; p-a-patriot@yahoogroups.com; prez@usa-exile.org; RenoDeCaro@aol.com; saraannruth@gmail.com; flameflower@runbox.com  
**Subject:** Re: San Francisco to San Jose HSR

So, Galen,

I don't get it. Why not work for something that it seems you DO want? Finally we have the administration and the possibility of enhancing your property values, along with getting greener and more efficient travel. I SUPPORT TUNNELING and GREENSPACE. Why don't you? Airplanes pollute more, they waste our time, they cannot be expected to carry the increased population efficiently. I understand your nervousness and I would be nervous too if I lived near the CALTRAIN corridor. This is why it's really important to organize to get an improved plan:

CALTRAIN has always been a divider of communities, and now we could eliminate it by undergrounding the whole thing. It's a win win win situation. Greenspace, efficient travel, improved property value.

#2 Underground track  
Greenspace

#2 Underground track  
Greenspace  
#3 Travel time  
#6 Property values

Cheryl

On Mar 26, 2009, at 8:42 AM, [galen1@mindspring.com](mailto:galen1@mindspring.com) wrote:

> Even though i voted for the HSR proposal, now that i know that the  
> default plan is for an elevated track running the length of the  
> Peninsula, i am adamantly opposed to the HSR. Knowing what i know now  
> that i didn't know then, i'm demanding a new vote! I vote NO and i  
> bet that everyone else who was deceived by the HSRA will also vote NO  
> now that they know the truth of this incredible scam. The people of  
> this State and particularly the people of the Bay Area were purposely  
> deceived by the usual suspects of corrupt Public Officials working for  
> private interests. This entire HSR plan is one huge scam and i will  
> not stand for it. I stand firmly in opposition.

>  
> Our local representative, Ron Diridon, is NOT representing the  
> interests or the concerns of the people of the Bay Area even one iota.  
> He represents ONLY the interests of the Orwellian High Speed Rail  
> Authority. He tells us that \$90M has already been spent so it 's "too  
> late" to question the plans of the HSRA. He tells us that too many  
> questions will only delay the HSR. Well guess what? ...the HSR should  
> be delayed forever!

>  
> What follows is a summary of why i'm opposed to this entire HSR  
> debacle:

>  
> 1) the HSRA engaged in election fraud by not making it clear to the  
> voters that the default plan was for an elevated track running the  
> length of the Peninsula (election fraud is ILLEGAL, i want to see the  
> people responsible stand trial);

>  
> 2) the Palo Alto City Council approved and endorsed the HSR plan  
> without getting any input from the people that they SERVE (this is a

- > gross betrayal of the public trust and amounts to criminal
- > malfeasance, i want to see the members the Palo Alto City Council
- > responsible for endorsing this insanity stand trial);
- >
- > 3) the biggest rationale for HSR seems to be Europe has HSR, but this
- > logic is flawed since the population density in Europe is far greater;
- >
- > 4) there are already many airports connecting North and South
- > California;
- >
- > 5) there is already a "baby bullet" train connecting San Jose and San
- > Francisco;
- >
- > 6) an elevated track running the length of the Peninsula will create a
- > corridor of blight through some of the most expensive, most desirable,
- > most expensive, and most beautiful land in the entire world!;
- >
- > 7) an elevated track will divide the entire Peninsula into East and
- > West sectors;
- >
- > 8) an elevated track will destroy the quality of life of everyone
- > living close enough to hear trains speeding by every six minutes;
- >
- > 9) an elevated track will mean that my beautiful home of 29 years in
- > South Palo Alto will be virtually worthless;
- >
- > 10) an elevated track will require homeowners to have their property
- > seized;
- >
- > 11) an elevated track will destroy valuable historic sites on the
- > Peninsula such as the 1000 year old El Palo Alto;
- >
- > 12) the State of California is already bankrupt, any HSR will need
- > massive subsidies to remain in operation;
- >
- > 13) the ridership estimates for the HSR are arbitrary, based totally
- > on wishful thinking;
- >
- > 14) making it easier to travel simply creates more travel, this
- > additional travel adds to carbon emissions, the HSR would CREATE
- > pollution not reduce it;
- >
- > 15) the idea being promoted by true visionary environmentalists is
- > Bio-Regionalism, a HSR connecting North and South California is not
- > forward thinking, it's backward thinking!
- >
- > For all of the reasons stated here, i demand that the HSRA immediately
- > cease and desist this corrupt scam being foisted on the people of the
- > Bay Area. If Southern California wants a HSR, let them have it, but
- > it should stop in San Jose and Sacramento, end of story.
- >
- > Livid -- Dennis "galen" Mitrzyk



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): Jason Lopez    City: Alameda    State: ca    Zip: 94501  
 Title (if applicable): Locomotive Engineer    Phone: 650-483-1463    Fax: \_\_\_\_\_  
 Organization/Business (if applicable): Amtrak    E-mail: uspm18470@yahoo.com  
 Address: 2124 Garfield Ave, Apt. A

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly:

Look forward to riding the first high speed rail train & would like to be an engineer on one someday. My concern lies in freight service. The peninsula currently has a lot of freight on it & that needs to be preserved. Freight & passenger corridors where HSR is going to run must accommodate all types of cargo & all types of rail cars. Freight is just as important to move by rail as it is for people. Where HSR is on its own corridor where there is no freight build it to French & Japanese standards. Where it is joint you must accommodate all freight. Another concern is where Amtrak trains run now... through San Jose south to LA. Are the HSR trains going to be built to accommodate this existing traffic?

3  
COORDINATION  
W/ FREIGHT  
SERVICES

2  
Compare  
with Foreign  
System

1  
Traffic and  
Circulation

RECEIVED  
MAR 20 2009  
BY: \_\_\_\_\_

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-058

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:44 PM  
**To:** Kris Livingston  
**Subject:** FW: No High Speed Rail Through Neighborhoods

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**From:** Lspiogs@aol.com [mailto:Lspiogs@aol.com]  
**Sent:** Sunday, March 01, 2009 11:51 AM  
**To:** HSR Comments  
**Subject:** No High Speed Rail Through Neighborhoods

Do not put the high speed rail through our neighborhoods!!!!

} #9 opposition

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A Good Credit Score is 700 or Above. See yours in just 2 easy steps!

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:51 PM  
**To:** Kris Livingston  
**Subject:** FW: High-speed Rail

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**From:** michelle ma [mailto:michellexm2000@yahoo.com]  
**Sent:** Friday, February 20, 2009 6:05 PM  
**To:** HSR Comments  
**Subject:** High-speed Rail

The best options would be to build it over 101 or to build it underground.

} #2 Different  
over 101 Alt  
or  
underground.  
underground

**Kris Livingston**

**From:** marcaccijl@aol.com  
**Sent:** Saturday, April 04, 2009 6:41 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail - Comments

Dear High Speed Rail Authority Staff:

Concerns with current plans:

1. Safety issues around derailment and flying debris at the 125 mph speed need to be addressed (both real exposure to and mental stress from the potential dangers), especially in densely populated areas along the route
2. Safety issues around electromagnetic field exposure (especially to the children) in populated areas along the route need to be addressed
3. Safety issues around air pollution and noise pollution, both the inhabitants and people driving/biking, etc. around the route need to be addressed.
4. Traffic flows in the Peninsula cities may be greatly disrupted, due to potential closures or alterations to accommodate crossings / grade separation.
5. Housing and businesses and communities along the CalTrain corridor will either be displaced (eminent domain due to expansion and straightening) or disrupted due to the other items enumerated here (partial land grab; immense structure; noise; air quality; etc.)
6. Eminent domain process and details should be made known early on; with consideration for the people whose financial future is in their houses. There should be measures in place to ensure that the people's home value decline will be fairly dealt with and not create victims (financial) as a result of HSRA budget constraints (i.e., HSRA budget will no doubt be strained for all costs of the plan; don't let the individual home owners bear the financial loss by reducing eminent domain pay outs (to below fair market values) so that other aspects of the HSRA project will not be impacted).
7. Noise levels will be increased (Even electrified trains cause noise at 120 to 150 mph) with possible solution around sound walls (additional structures).
8. Shading from the structure (both the elevated grade and the electrification wires/structure) with the additional intermittent additional shading/light from passing trains need to be considered as far as impact on homes along the corridor.
9. Parks along / near the CalTrain corridor, as well as natural historic treasures (e.g., the Palo Alto tree is expected to be removed) may be adversely affected due to the rail straightening, track expansion, safety, noise and other issues identified above.
10. Homes along the corridor that abut the tracks will become uninhabitable due to the items cited above. Please do not underestimate the impact of eminent domain; it will not just be limited to the homes where some of their land needs to be take. Eminent domain will also occur where the elevated structure and some of the items listed above exist, as the homes will become virtually uninhabitable. Please come to the homes along the corridor and envision the structure and issues above; do not sit from afar and dismiss such issues and inconsequential.

1  
SAFETY  
HAZARDS  
AQ  
NOISE

1  
TRAFFIC  
GRADE SEPARATION

1  
POP/HOUSING  
COMMUNITY  
EJ

6  
EMINENT DOMAIN  
PROP. VALUE  
FINANCIAL COMP

1  
NOISE

1  
AES.

1  
BIO  
REC.  
CULTURAL

1  
POP/HOUSING  
EJ  
COMMUNITY  
6  
EMINENT DOMAIN

2  
TUNNEL  
ALT. ROUTE

1  
MITIGATION

Solutions to mitigate the above should be considered and included in the overall budget cost of the project\*:  
- tunneling.  
- alternative routes

\*Such impact mitigation speaks to the integrity of the whole system, not just to the needs of specific communities (e.g., the communities in areas of dense population) and therefore costs associated with such

mitigation should not be imposed on specific communities but should (and should have been) be spread among the entire project.

1  
MITIGATION  
EJ

A combination of a tunneling / "green belt" solution should also be considered in the populated areas along the route.

2  
TUNNEL  
GREENWAY

The project is going to have an effect on not just the current generation, but generations to come. Dollar cost considerations should not be viewed in isolation from the long term value associated with good solutions.

5  
COSTS

Thank you for your sincere considerations,  
Lisa, Jeff, Joey and Timur Maracci

---

Save money by eating out! Find great dining coupons in your area.

**Kris Livingston**

---

**From:** Rosemary Maulbetsch [RMaulbetsch@sbcglobal.net]  
**Sent:** Sunday, April 05, 2009 4:08 PM  
**To:** HSR Comments  
**Cc:** David Barca  
**Subject:** Scoping Period Comments  
**Attachments:** April6,2009\_LtrtoCHSRA.doc

**Importance:** High

The attached letter is submitted in response to the California High Speed Rail Authority's request for comments to "identify public and agency concerns, focus on the environmental documents and define the issues that will be examined in the Project-Level Environmental Impact Report/Environmental Impact Statement (EIR/EIS)".

} # 11  
intro

April 5, 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Sirs:

Many residents of the San Francisco Peninsula are unclear about why HSR should bisect the seventeen communities between San Jose and San Francisco. Many of the voters who passed 1A by a 52% margin were unaware of how it would affect their suburban towns. The details were in brochures available primarily to those who could attend regional meetings regarding this project. However, now it is time to let everyone know what CHSRA would really like to do.

#7  
Prop 1A  
(misinformed)

In the project level EIR/EIS please provide the residents of the Peninsula and all of northern California, in very public places like the Internet, major newspapers, television and radio, factual information about the following aspects of HSR on the San Francisco Peninsula.

#7 public outreach  
INFO REQUEST

1. The proposed schedule of trains which should include Caltrain and a typical schedule of freights. That schedule should be juxtaposed with the current Caltrain and freight schedules. We know these will only be approximate, but we also know that you must be using some estimates of how the timing would work.

#3 frequency of trains  
#3 coordination w/ Freight

2. The schedule should be very specific about levels of service. Most voters thought they would be able to go to any HST stop and board a train that would take them to Los Angeles in two hours and thirty-eight minutes. (I understand the Authority now says that was an inaccurate estimate; it would actually be a little over three hours.) Nonetheless, what they did not understand is that HSR would have varying speeds and number of stops, and the fastest trains would not leave from all stations. That kind of information needs to be made very public---available for all to see.

#7 project info request  
#3 frequency of trains

3. Provide maps that clearly reveal the public and private properties that might be taken by eminent domain either temporarily during construction or. These should be included for each method being evaluated that is above or below ground and any variation of those options.

#6 eminent domain

4. The number of tracks also needs to be clear as it relates to each option and the variations on the number depending on the width of the ROW.

#2 number of tracks

5. Given that CHSRA wants to have mixed use on this ROW, we will have very heavy and light rail running side by side. Please tell us how you will protect people from the possibility of serious accidents that might result from the mix of these trains and their contents.

#1 safety

6. Provide architectural models of all methods of running trains through these communities. We need to see scale models that will reveal what towns and stations would look like grade-separated, with multiple, electrified tracks whether above or below ground.

#1 Aesthetics  
#7 provide renderings  
drawings

7. Provide audio tapes of the sounds of HSR and Caltrain trains running through communities every few minutes at 79-125 mph.

#1 Noise

8. Provide expert analysis on the effects of removing and severely pruning trees and vegetation along the ROW that currently provide housing for birds, especially raptors.

#1 biological resources

9. Explain with statistics how the current proposed route could relieve congestion on the Peninsula when most of our congestion comes from the Central Valley area and the East Bay which will not be served by HSR.

#1 traffic & circulation

10. Explain what the Authority's plans are for using the Altamont route which is implied in their current MOU with Caltrain when referring to the possible use of the Dumbarton Bridge in the future. Explain how the Dumbarton trains would be integrated with the HSR and Caltrain trains at commute hours and how the development of such an East Bay Caltrain line would effect the number of tracks on the west side at Redwood Junction. Show both tracks and schedule.

#2 alternate alignment

Making all this information clear to the residents of the Peninsula whose seventeen communities would be bisected by this train system is essential. We will appreciate your cooperation. As U.S. Representative Anna Eshoo said in March, 2009, about her 14<sup>th</sup> District,

#11 conclusion

"People value the land there and they've worked hard for generations to protect it. The environment is not an issue here---it's valued, cherished...and sustained by each generation."

We plan to keep it that way.

Sincerely,

Rosemary K. Maulbetsch  
[rmaulbetsch@sbcglobal.net](mailto:rmaulbetsch@sbcglobal.net)

**Kris Livingston**

---

**From:** Rosemary Maulbetsch [RMaulbetsch@sbcglobal.net]  
**Sent:** Monday, April 06, 2009 12:10 AM  
**To:** HSR Comments  
**Subject:** Scoping Period Comments\_Corrected Copy  
**Attachments:** April6,2009\_LtrtoCHSRA\_Corrected.doc

Attached please find a revised copy of my comments sent earlier today with a correction to paragraph #3. # 11

~~DUPLICATE~~

April 5, 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Sirs:

Many residents of the San Francisco Peninsula are unclear about why HSR should bisect the seventeen communities between San Jose and San Francisco. Many of the voters who passed 1A by a 52% margin were unaware of how it would affect their suburban towns. The details were in brochures available primarily to those who could attend regional meetings regarding this project. However, now it is time to let everyone know what CHSRA would really like to do.

In the project level EIR/EIS please provide the residents of the Peninsula and all of northern California, in very public places like the Internet, major newspapers, television and radio, factual information about the following aspects of HSR on the San Francisco Peninsula.

1. The proposed schedule of trains which should include Caltrain and a typical schedule of freights. That schedule should be juxtaposed with the current Caltrain and freight schedules. We know these will only be approximate, but we also know that you must be using some estimates of how the timing would work.

2. The schedule should be very specific about levels of service. Most voters thought they would be able to go to any HST stop and board a train that would take them to Los Angeles in two hours and thirty-eight minutes. (I understand the Authority now says that was an inaccurate estimate; it would actually be a little over three hours.) Nonetheless, what they did not understand is that HSR would have varying speeds and number of stops, and the fastest trains would not leave from all stations. That kind of information needs to be made very public---available for all to see.

3. Provide maps that clearly reveal the public and private properties that might be taken by eminent domain either temporarily during construction or permanently. These should be included for each method being evaluated that is above or below ground and any variation of those options.

4. The number of tracks also needs to be clear as it relates to each option and the variations on the number depending on the width of the ROW.

5. Given that CHSRA wants to have mixed use on this ROW, we will have very heavy and light rail running side by side. Please tell us how you will protect people from the possibility of serious accidents that might result from the mix of these trains and their contents.

#7  
request  
for info

#2  
frequency

#2  
speed/  
travel time

#7 request for  
info  
#6 eminent  
domain.

#2  
ROW with  
(tracks)

#1  
safety

6. Provide architectural models of all methods of running trains through these communities. We need to see scale models that will reveal what towns and stations would look like grade-separated, with multiple, electrified tracks whether above or below ground.

#7  
request for  
info

7. Provide audio tapes of the sounds of HSR and Caltrain trains running through communities every few minutes at 79-125 mph.

#1 noise

8. Provide expert analysis on the effects of removing and severely pruning trees and vegetation along the ROW that currently provide housing for birds, especially raptors.

#1 bio.

9. Explain with statistics how the current proposed route could relieve congestion on the Peninsula when most of our congestion comes from the Central Valley area and the East Bay which will not be served by HSR.

#6  
methods of calc.  
ridership.

10. Explain what the Authority's plans are for using the Altamont route which is implied in their current MOU with Caltrain when referring to the possible use of the Dumbarton Bridge in the future. Explain how the Dumbarton trains would be integrated with the HSR and Caltrain trains at commute hours and how the development of such an East Bay Caltrain line would effect the number of tracks on the west side at Redwood Junction. Show both tracks and schedule.

#3  
coordination

Making all this information clear to the residents of the Peninsula whose seventeen communities would be bisected by this train system is essential. We will appreciate your cooperation. As U.S. Representative Anna Eshoo said in March, 2009, about her 14<sup>th</sup> District,

#7 request  
for info

"People value the land there and they've worked hard for generations to protect it. The environment is not an issue here---it's valued, cherished...and sustained by each generation."

We plan to keep it that way.

Sincerely,

Rosemary K. Maulbetsch  
[rmaulbetsch@sbcglobal.net](mailto:rmaulbetsch@sbcglobal.net)

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:02 PM  
**To:** Kris Livingston  
**Subject:** FW:

**From:** Mara McCain [mailto:mmccain@apr.com]  
**Sent:** Monday, April 06, 2009 2:16 PM  
**To:** HSR Comments  
**Subject:**

Mr. Dan Leavitt,

We are residents of the San Francisco Peninsula concerned about current plans to develop a High Speed Rail system for the state. In general, we think that such a system could be a wonderful thing both for California and the Peninsula. However, we do not have confidence that current plans are well thought through, or that the California High Speed Rail Authority is pursuing the project in an economically and environmentally sound manner.

#8 support  
#11 intro  
#5 construction costs & sources of funding

In short, while we believe that a High Speed Rail system could be terrific, we don't think that the system currently being planned is the right plan. As the California State Senate Transportation Committee has noted, there really isn't a viable "business plan" for the proposed High Speed Rail system at this point, so there is a good chance that the currently authorized bond money (the almost \$10 billion approved by California voters in November 2008) could be wasted.

Furthermore, and very importantly, the current plan would utilize a route into the San Francisco Bay Area that would have the maximum (as opposed to the minimum) adverse environmental impact, and would miss many areas that could benefit from High Speed Rail. A lawsuit is currently challenging the environmental review process, and the cities of Atherton and Menlo Park have joined that lawsuit, since the EIR/EIS prepared for the project failed to address these key issues, and since the failure properly to plan for the Bay Area portion of the system puts our local communities at risk. Some of our concerns can be reviewed on the website we've created: [www.HSR-letsdoitright.com](http://www.HSR-letsdoitright.com)

#3 related program  
#7 deficiencies in previous EIR

We do have concerns about the overall plan, but we are naturally most specifically concerned about the devastating impact that the current proposal would have on the cities of Mountain View, Palo Alto, Menlo Park and Atherton. The current proposal would truly destroy the livability of these communities. Both Menlo Park and Atherton have joined in the lawsuit because of their concerns about the currently proposed route. We strongly believe that there is a better way! Unfortunately, former Senator Quentin Kopp and the High Speed Rail Authority have simply tried to sweep aside our legitimate concerns.

#2 alternate route impacts  
#1 common impacts

The State Senate can provide necessary oversight, and help correct the problems in the current plan. We urge you to do everything you can to make sure that the Senate in fact does that.

#3 more government oversight

Thank you very much for taking our concerns seriously. We are really asking two different things from you: (1) please do not support funding for the current plan; (2) please seek to have the federal government leverage federal funding into a change in plan by the California High Speed Rail Authority, to eliminate the negative impacts of the current plan that have been briefly identified in this letter. We are particularly concerned about the routing proposals that will have such a negative impact on the Peninsula cities listed.

#3 more Govern. oversight  
#5 funding  
#2 alternate route

I-0 6A

Thank you for your helpfulness in this matter.

Sincerely,

Mara McCain  
Alain Pinel Realtors  
650.307.8477  
<http://www.apr.com/maramccain/>

Selby Education Foundation  
Past President and Founder  
[www.selbyeducationfoundation.org](http://www.selbyeducationfoundation.org)

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:03 PM  
**To:** Kris Livingston  
**Subject:** FW: CHSR Contact

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**From:** info@hsr.ca.gov [mailto:info@hsr.ca.gov]  
**Sent:** Monday, April 06, 2009 2:10 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Michael McPherson  
Company:  
Phone: 650-325-8248  
Email: [mcmimco@aol.com](mailto:mcmimco@aol.com)  
Website:

Comment:

I strongly urge that the Sf to San jose segment of the line be the last to be developed, as the cost per mile will be very high, and the improvement in service very low, since the corridor is currently well served by Caltrain's Baby Bullet.

} #5 construction cost  
#2 construction-phasing/dev. order.

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:02 PM  
**To:** Kris Livingston  
**Subject:** FW: "San Francisco to San Jose HST"

**From:** kathryn medrano [mailto:kathy\_medrano@yahoo.com]  
**Sent:** Thursday, January 29, 2009 10:44 AM  
**To:** HSR Comments  
**Subject:** "San Francisco to San Jose HST"

I am opposed to a high speed train running just blocks from my house. My home is currently 6 blocks from the train in a beautiful residential neighborhood. I can not imagine what a negative impact expanding tracks and allowing faster nosier trains would have. Please provide full exposure as to the details of this plan and involve community input. I am for a train, but lets not put it through peaceful neighborhoods. Kathy Medrano 419 hawthorne

#9 oppose  
#1 wise  
#2 train speed  
#7 regular community meetings

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:05 PM  
**To:** Kris Livingston  
**Subject:** FW: High speed rail

**From:** Julie Meyers [mailto:1117meyers@comcast.net]  
**Sent:** Monday, April 06, 2009 6:08 PM  
**To:** HSR Comments  
**Subject:** High speed rail

I don't want to be a NIMBY, but I am concerned about property values (I live on Oxford Rd. close to the tracks). I am also concerned of quality of life with regard to the increase to noise. If you have ever been around the BART raised tracks, you know what I mean. It is very loud, and will negatively impact my life, along with my property value.

Thank you,  
Julie Meyers

} #6 Property values  
} #1 Noise  
} #1 Noise  
} #6 Prop. value

I-067

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: CHSR Contact

**From:** info@hsr.ca.gov [mailto:info@hsr.ca.gov]  
**Sent:** Tuesday, April 07, 2009 5:30 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: James Anderson Merritt  
Company: self  
Phone: 831 420-1060  
Email: [ursid@pacbell.net](mailto:ursid@pacbell.net)  
Website:  
Comment:

I just read in the newspaper that the comment period prior to major planning for HSR has closed. I still hope that I can provide a suggestion that can be of help to you. Right now, there are a number of objections to HSR development in various cities and suburban areas. I would urge you to keep in touch with San Jose and its investigation of Personal Rapid Transit (PRT) as a connector and circulator in the vicinity of and between the Diridon Transit Center and the Mineta International Airport; also with Heathrow Airport in London, as they bring their own PRT system online over the course of the next few months. I suspect that using PRT as a local-circulator and feeder/drainage system for regional HSR stations might neatly solve both your "last mile" and NIMBY problems, allowing the track to bypass city centers and suburban neighborhoods without reducing service or convenience to those areas. Indeed, for no more than the cost of putting track through those high-complaint, high-rent areas, you could instead provide the people there with effective local transit systems that also just happened to connect them to the HSR backbone (and also to other local transit hubs). Latest figures from Heathrow indicate that construction of their PRT system cost around \$15M per mile of guideway, including all necessary civil infrastructure and perhaps rolling stock, as well. At that rate, one square mile of PRT coverage, with guideway arranged in a grid such that there are PRT stops (similar in size and form to covered bus stops) every half mile, would require 6 miles of guideway, for an likely cost of around \$90M. Completely covering an area of 11 square miles, such that nobody in the service area would ever be more than 0.25 miles from a PRT stop, would cost roughly \$1B. Compare this with the cost of BART extension of around \$200M per mile. Or even better, compare it with the cost differential between laying HSR track through an upscale subdivision or city downtown area, and laying it on the outskirts of the city. It might even be the case that the combination of PRT and outskirt-situated HSR would increase regional mobility much more than either alone, and for the same or less cost as centrally-situated HSR alone. I hope you will consider this alternative in your plans. Especially in these difficult economic times, it is incumbent on agencies such as yours to use every tax dollar wisely and get the most value and benefit in exchange for it. I think that HSR and PRT are natural, complementary partners, especially if the goal is to get the most benefit out of every dollar of cost. The other benefit is that PRT can be deployed more quickly than HSR, meaning that taxpayers will see activity and benefit from the HSR project all the sooner. Getting PRT right in the beginning can buy crucial time for getting HSR right down the line. Good luck in the years ahead.

#3 other proj under consideration

#11 intro

#2 compare to foreign system

#2 compare to foreign system

#5 cost construction

#2 Alternat route

#4 Alt technology

**Kris Livingston**

**From:** galen1@mindspring.com  
**Sent:** Wednesday, April 01, 2009 6:42 PM  
**To:** HSR List; HSR Comments  
**Cc:** galen; marie; PAP; Sara Armstrong; Cheryl Lilienstein; Dan Lorimer  
**Subject:** CHSRA is guilty of fraud!

Jonathan, great post. Of course the CHSRA is guilty of fraud! This is what i've been saying from the beginning of this scam. The people of California were duped into voting for HSR. There was rampant election fraud and i want the guilty parties to do time for this. This will not stand. HSR is going down and the slick politicians (including the local "big shots") behind this are going down with it.

# 1  
Prop 1A  
#9

For justice -- galen

-----Original Message-----

**From:** Jonathan Cranch  
**Sent:** Apr 1, 2009 1:45 PM  
**To:** Palo Alto\_HSR@yahoo.com  
**Subject:** Re: [Palo\_Alto\_HSR] Information from CalRail News - put out by TRAC (Train Rider's Association of California) - Passenger Rail Advocacy Group

Damning with faint praise doesn't even begin to describe these articles! How far fetched is it to expect to turn the editorial direction of this newsletter from pro-HSR to a minimum of neutral? Like so many others in our country today, they are beginning to see reality in the light being shone on fantasy numbers. Ridership and destination expectations seem so totally made up, along with cost and revenue estimates. The authors of these proposals fabricate and publicize whatever numbers support their claims.

# 9  
# 2  
Ridership

You can take almost any paragraph from these articles and build a pretty powerful argument against this horrendous project. Is there fraud in CHSRA releasing these reports AFTER the vote?

# 7  
misinformed

I fail to see how anyone can expect such an increase in interest in traveling to LA! 12,000 per day headed to Monterey? A train every five minutes from East Bay and Sacramento? Gimme a break!

# 6  
Ridership

BTW, not the article on page 2 of the more recent edition about Union Pacific blocking HSR rebuild of right of way. UP ain't rolling over and playing dead!

# 9  
# 3 Coordination w/UPRR  
FROUGHT SERVICE

Thanks for sharing the links!

On Apr 1, 2009, at 9:13 AM, Nadia Naik wrote:

Below are links to the Cal Rail News which is a newsletter put out bi-monthly by TRAC (Train Rider's Association of California) who calls themselves the foremost passenger rail advocacy group in California.

# 11

In this edition, please see page 4 - which is a special section on the passage of Prop 1A - showing information that came out AFTER the election. Keep in mind, this group is for HSR.

<http://www.calrailnews.com/crn/0109/crn0109.pdf>

In this next edition, please also see page 4 that details what happened at the last CAHSR board meeting regarding Quentin Kopp. Again, note these guys are pro HSR. In fact, you'll see in this newsletter that there is an article (page 6) by Robert Cruickshank who writes the California High Speed Rail blog.

<http://www.calrailnews.com/crn/0409/crn0409.pdf>

MAR 10 2009

Mr. Dan Leavitt, Deputy Director  
California High Speed Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

March 6, 2009

Dear Sir,

While I support the High Speed Rail initiative in principle, I believe the choice to extend service into the heart of the Bay Area should be reconsidered. I will attempt to explain the logic behind my position and will offer an alternative for your consideration.

# 2 alternate alignment  
# 11 intro

Most people who will be using the train will find it inconvenient to have only the two proposed stops; San Francisco and Palo Alto. Considering the passenger volume is estimated at 150 million per year, there would be an average of 51,370 passengers passing through each of these two stations each day! (150M / 2 Stops on peninsula / 2 Directions <north-south> / 2 <assuming half northbound passenger will go toward Sacramento> / 365 days). Having just these two stops will force the the creation significant, additional parking provisions. It will also lead to traffic congestion around each of these stations.

# 1 traffic & circulation

I know you are already spending a lot of energy trying to understand the environmental impact of adding two more tracks. I am sure this is not trivial and I suspect there will be a lot of related legal costs for both the environmental investigation and the defense of related lawsuits. I would also guess that it won't be cheap to secure the additional land needed or to dig the ditch, build walls, tunnels or whatever else is considered to be the final engineered solution.

# 2 tracks  
# 5 construction costs  
# 6 low Acquisition  
# 2 tunnel underground

One alternative I hope you will consider is to simply run the train from the south to a single hub in San Jose. The hub could be located in at the origin of the existing Caltrain/Baby Bullet service. Ideally, the BART would be extended to this station. The beauty of this solution is it takes advantage of the existing infra-structure and will not create a bottleneck if done correctly. It will leverage the existing system to help distribute the extra patrons. More cars could be added to the existing trains to manage the additional load. Extra trains could be added if necessary. The money saved could be used to improve the present stations and related support system. It could also fund the BART spur that is suggested, which opens up convenient access for the entire East Bay. I actually believe this approach will make the whole system more user friendly, thereby increasing the amount of passengers who will use it. It also will help reduce the time it will take to complete the project.

# 2 terminate in San Jose

# 3 upgrade existing systems

# 11 conclusion

Thank you for your consideration.

Sincerely,  
Howard Morgan

**Kris Livingston**

---

**From:** kai moua [kai@laofamilymerced.com]  
**Sent:** Tuesday, March 31, 2009 2:46 PM  
**To:** HSR Comments

Kai Moua  
229 S. Dana Ct.  
Planada, Ca. 95365

March 31, 2009

To: California High Speed Train Committee:

I support the California High Speed Train Project. It is time for californian to build the train structure. It will benefit the people and the next generation.

Please use all effort to speed the project time.

If there are any thing, I can help please let me know.

sincerely.

Kai Moua,  
Resindent

8  
SUPPORT  
2  
CONSTRUCTION  
PHASING

**Kris Livingston**

---

**From:** Bruce Nolen [bnolen@dslextreme.com]  
**Sent:** Saturday, March 28, 2009 12:55 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I am inalterably opposed to HSR on the peninsula on the current CalTrans tracks. ] #9 opposed

David B Nolen

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:00 PM  
**To:** Kris Livingston  
**Subject:** FW: "San Francisco to San Jose HST"

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**From:** Scott Norton [mailto:snorton@axispt.com]  
**Sent:** Monday, April 06, 2009 9:26 PM  
**To:** HSR Comments  
**Subject:** "San Francisco to San Jose HST"

Mr. Dan Leavitt,

It is true we need better transportation, but we are bleeding red ink and our schools are hurting with huge cuts. We have an obesity problem with kids and we can not afford real PE in schools.

#1  
public  
services

The environment is and should be important to all. If we have the HST go through Pacheco Pass you remove 100,000 cars from the road. If you have the HST go through Altamont Pass Route you take 300,000 to 400,000 off the road. It is environmentally sound and smart to go the Altamont Pass Route.

#2  
alternate  
route  
#1 climate  
change

The big questions is how do we afford the HST when we are in a recession and our kids are receiving a 2nd tier education.

#5  
construction  
&  
operating  
cost

Thank You,

Scott Norton

**Kris Livingston**

---

**From:** Tim Oey [timoey@gmail.com] on behalf of Tim Oey [tim@oey.us]  
**Sent:** Thursday, April 02, 2009 8:58 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear Sir,

I think the best option would be for both high speed rail and Caltrain rail to go underground mostly between SJ and SF and let the surface area become one long green way / park from SJ to SF. Now that would be cool.

#2 Underground  
Greenway

Cheers,  
Tim Oey

**Kris Livingston**

---

**From:** jwo@svpal.org  
**Sent:** Saturday, March 21, 2009 9:54 PM  
**To:** HSR Comments  
**Cc:** jwo@svpal.org  
**Subject:** San Francisco to San Jose HST

When you are studying the various types of track arrangements (elevated, ground level, below ground) please consider keeping Cal Train at the present level with the High Speed Train in a tunnel underneath. That would mean there would be no need for protected crossings at ground level since CalTrain does not require them and the tunnel would not need them. It would probably mean that there would be no need to use eminent domain. Cars would cross the tracks as they do now. Would bicycle and pedestrian under crossings be possible?

#2 Grade separations  
Crossings  
#6 Eminent domain

Thank you. Jean Olmsted

I-075

**Kris Livingston**

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**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:56 PM  
**To:** Kris Livingston  
**Subject:** FW: HSTR: SF - SanJose underground?

---

**From:** Carlin Otto [mailto:carlin@ottofamily.org]  
**Sent:** Saturday, February 07, 2009 6:38 PM  
**To:** HSR Comments  
**Subject:** HSTR: SF - SanJose underground?

To Whom it may concern:

I have been told that the High Speed Rail will run on track that is elevated above ground level in some sections of Palo Alto. ] #2 Elevated

1. Why not put the track in a trench (partially under ground level) and elevate the cross roads? ] #2 Trench  
Wouldn't this create less noise for the adjacent homes? ] #1 Noise

2. What is the projected highest elevation for this raised track ? ]  
And at which crossroad does this highest point occur? ] #1 NOISE AESTHETICS

it's a pain

Thanks in advance for your answers.

**Kris Livingston**

---

**From:** Valentin Ovrootsky [vovroots@pacbell.net]  
**Sent:** Tuesday, March 24, 2009 4:08 PM  
**To:** HSR Comments  
**Subject:** new high speed railroad construction

To whom it may concern:

As a property owner located close to the proposed rail road construction site near Monterey Road and Skyway Dr intersention I am deeply concerned about impact this new development will have on the property values as well as additional noise and traffic. I do understand importance of this construction for the California economy but think that it should be planned to be constructed outside of residential area. I do see possibility of tracks being underground but completely oppose having it above or on the street level. I would like to see the research which was done to study potential impact for the properties located along the proposed corridor.

#6 Property values  
#1 Noise & traffic  
#2 Different alignments  
#2 Grade separations  
#6 Calculating land Value

Thank you

Val Ovrootsky

**Kris Livingston**

---

**From:** Sondra Palocsay [spalocsay@clearwire.net]  
**Sent:** Friday, March 27, 2009 9:03 AM  
**To:** HSR Comments  
**Subject:** Los Banos Stop

Dear Sirs:

Los Banos is a growing community.

All the communities around, Santa Nella, Gustine, Newman, Dos Palos, etc. come to Los Banos for shopping and community events.

Los Banos is the logical choice for a railway stop to meet the needs of our Central Valley communities.

Please re-consider and include a Los Banos stop for the High Speed Railway which will be passing right by.

Please don't exclude Rural Central Valley residents from your plans.

Sincerely,

Sondra Palocsay

209.612.6224

[spalocsay@clearwire.net](mailto:spalocsay@clearwire.net)

#2 station in  
~~Los Banos~~  
outside of  
-SF-SF  
segment



**Kris Livingston**

---

**From:** pastorg1@aol.com  
**Sent:** Friday, March 06, 2009 4:06 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

The dream is: I get on a shiny new train, go fast to just the place I want to go to- and happy people greet me. ] #11 Intro

Why it won't work:

1. Mrs. Knicklefecker and her baggage. ] #10 passengers amplified  
] #11 Irrelevant
2. You can't get to downtown SF anymore. ] #11 Irrelevant
- 2a. No one wants to go to downtown LA, away from the airport. ] #2 Airport access
- 2b. Where is Merced, anyway? ] #2 ~~No station in Merced~~
3. All the conveniences of rental cars, limos, shuttles, and taxis are already at the airport. ] #2 Airport access
4. The TSA/airlines will speed things up to compete. ] #3 ~~Air travel~~ travel time
5. The noise, eminent domain, French TGV-trained agitators with dastardly intentions, a wandering cow now and again. ] #1 Noise  
] #6 Eminent domain  
] #11 Irrelevant
6. Most of my friends are grumpy like me. ] #11 Irrelevant

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Worried about job security? [Check out the 5 safest jobs in a recession.](#)

I-079  
303



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): Ben Pechner    City: Vacaville    State: CA Zip: 95687

Title (if applicable): conductor    Phone: 707-864-4265    Fax: \_\_\_\_\_

Organization/Business (if applicable): Amtrak    E-mail: \_\_\_\_\_

Address \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

I am pleased to see the birth of high speed rail in the state of California. However, I am concerned with the current status of freight operations along the passenger corridor. There are many issues that need to be addressed, such as the 22.5 feet (vertical) needed to insure double stack and auto rack service. (See P.U.C. 60 95). The need for freight service is just as important as high speed passenger rail. Both services are dependant on one another. Passenger service to move people, freight service to provide the people being moved by rail jobs. I hope these items will be taken into consideration.

3  
COORDINATION  
W/ FREIGHT  
SERVICES  
ADDITIONAL  
TRACKS TO  
ACCOMMODATE  
FREIGHT  
OPS.

- B. Pechner

RECEIVED  
MAR 20 2009  
BY: \_\_\_\_\_

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

Fold and Tape Before Mailing

I-080

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:58 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail tracks close to residences

-----Original Message-----

**From:** Stefan [mailto:sg.pfaender@gmail.com]  
**Sent:** Monday, February 02, 2009 12:28 PM  
**To:** HSR Comments  
**Subject:** High Speed Rail tracks close to residences

Hello,

The plan to locate the tracks to the High speed rail tracks along the same corridor as the current Cal-Train tracks close to residences seems highly questionable, due to safety, noise, vibration, generated, etc.. Even the low speed BART trains are fairly noisy.

] #1 Safety  
Noise  
vibration  
]  
] #2 Tunnel  
undergr

What about putting them 50 ft. underground?

All the best,

SG Pfaender

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:57 PM  
**To:** Kris Livingston  
**Subject:** FW: CHSR Contact

---

**From:** Info @ HSR  
**Sent:** Tuesday, April 07, 2009 8:17 AM  
**To:** HSR Comments  
**Subject:** FW: CHSR Contact

---

**From:** info@hsr.ca.gov [mailto:info@hsr.ca.gov]  
**Sent:** Mon 4/6/2009 8:00 PM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: K Philip  
Company:  
Phone:  
Email: [kjphilip2@hotmail.com](mailto:kjphilip2@hotmail.com)  
Website:  
Comment:

High-speed rail, if it takes a different route, might work, but as proposed will destroy the Palo Alto/MP/Atherton/Peninsula communities as we know and love them. I also cannot imagine how anyone is going to pay for such a project in this current environment, and with our deep, deep budget problems.

#2 alternate route  
#5 cost finding sources

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:00 PM  
**To:** Kris Livingston  
**Subject:** FW: Peninsula Route Alternative

**From:** Richard Pollak [mailto:rjpollak@sbcglobal.net]

**Sent:** Thursday, January 29, 2009 6:52 PM

**To:** HSR Comments

**Cc:** president@bpaonline.org; cmaboard@googlegroups.com; board@ctra.org; norman.beamer@ropesgray.com; CPNATalk-owner@yahoogroups.com; lorimer@meer.net; sgo@yahoo.com; KarenWhite4@sbcglobal.net; david@ecomagic.org; greenacres.1@gmail.com; allyn4186@earthlink.net; info@greenmeadow.org; kathleen.hughes@sbcglobal.net; m-mcmahon@sbcglobal.net; middlefieldroad@yahoo.com; laurawbrown@earthlink.net; chair@omvna.org; janterry@sbcglobal.net; LT2J@pacbell.net; meyere@concentric.net; lancasternovoa12@gmail.com

**Subject:** Peninsula Route Alternative

It is planned to run through through the heart of all the Peninsula cities? What an insane idea! If it is shown to be impossible to route it along the west shoreline, then the east shoreline of the bay should be considered. There is a third option, however. Forget about constructing the costly spur over Pacheco Pass to San Jose from the main rail line in the Central Valley That would cut the cost of the project significantly and bring into use much earlier. The high-speed train technology is unsuited to that topography, and the trip would be a slow one. Replace that rail connection with a high-speed, integrated modern coach system to San Jose and, via Altamont Pass, to Oakland and San Francisco. Faster and cheaper. Ready sooner. And use some of the money saved to finish the main high-speed route from L.A. to Sacramento.

#2  
alt  
route  
#5  
costcost

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:51 PM  
**To:** Kris Livingston  
**Subject:** FW: Where Can I See Trade and Impact Studies?  
**Importance:** High

---

**From:** Richard Reitman [mailto:reitmanr@alum.mit.edu]  
**Sent:** Saturday, February 21, 2009 6:09 PM  
**To:** HSR Comments  
**Subject:** Where Can I See Trade and Impact Studies?  
**Importance:** High

With a project of this scope I am sure there must have been trade studies and impact studies performed. Where can I view these?

*Info request*  
# 7  
Where are the study

I have not heard what the impacts are to private property, homes, and traffic and how these are weighed against potential benefits.

# 6  
Private property  
# 1  
traffic

How is it concluded that the funding for this project could not be better spent on other public programs? I am guessing this will be outlined in the trade studies.

# 5  
Cost / benefit analysis

Thanks for your help.

Richard Reitman

**Dan Gallagher**

---

**From:** frank rosenberg [fdrhome@pacbell.net]  
**Sent:** Sunday, January 25, 2009 9:06 PM  
**To:** HSR Comments

Regarding the high speed rail route through the san Francisco peninsula:

1. We strongly advocate the no build option between San Jose and San Francisco. The disruption to the peninsula communities as well is a waste of taxpayer money especially when the Cal Train tracks were recently upgraded and already serve this route. Adding high speed tracks along this narrow route would badly impact the communities and is unnecessary.
2. In addition, If any route should be built to San Francisco, the better routes would be along the 101 corridor or through the east bay along the existing rail routes to Oakland and Sacramento.
3. Running high speed rail along the back end of Palo Alto High School is certainly not a good idea.
4. If a decision is made to utilize the cal train tracks, the tracks should be put underground and the existing street level train can be turned into parkland.

#2  
No Build  
Term 51

#2  
Alt  
route

#1 Public Service

#2  
underground  
park/airrights

#2  
ROW

We urge CA High Speed Rail to develop plans that do not attempt to put additional tracks along the Cal Train Route unless they are below ground.

Sincerely your

Frank Rosenberg

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 3:02 PM  
**To:** Kris Livingston  
**Subject:** FW: train line

-----Original Message-----

**From:** ann rothblatt [mailto:avrothblatt@yahoo.com]  
**Sent:** Thursday, January 29, 2009 11:40 AM  
**To:** HSR Comments  
**Subject:** train line

i am strongly against an elevated train line going through our neighborhood.  
thank you, ann rothblatt

*1#9  
oppose*

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:59 PM  
**To:** Kris Livingston  
**Subject:** FW: SF to SJ train line

-----Original Message-----

**From:** ann rothblatt [mailto:avrothblatt@yahoo.com]  
**Sent:** Saturday, January 31, 2009 12:00 PM  
**To:** HSR Comments  
**Subject:** SF to SJ train line

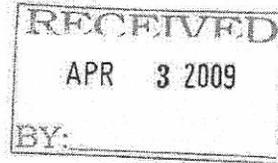
I strongly support the proposed rail line, but NOT its' placement near Alma.  
wold be a much wiser choice.  
Thank you,  
Ann Rothblatt

Rte. 101

#8  
| support  
#2  
Alt route

April 2, 2009

Mr. Quentin Kopp, Chair  
California High-Speed Rail Authority  
925 L St. #1425  
Sacramento, CA 95814



Dear Chairman Kopp,

Failing to extend the High Speed Rail to the new Transbay Terminal will cause major inconveniences for passengers. This will also discourage commuters from using rail transportation and thwart our ability to promote alternatives to driving.

Please work to make sure the money is found to build the extension to the new Transbay Terminal as soon as possible.

Thank You,

*Michael D. Ruffino*

Michael D. Ruffino  
34 East Vivian Drive  
Pleasant Hill, CA 94523-3047

#2 station  
transbay  
terminal  
extend

**Kris Livingston**

---

**From:** tsalans@aol.com  
**Sent:** Saturday, April 04, 2009 9:49 PM  
**To:** HSR Comments  
**Subject:** rail in sunnyvale

dear powers that be,

I am all for a high speed rail system in California, I just don't see why it can't be build with the trains lower than street level when you are rip roaring through cities.

I think the train should be down highway 5 with a couple of feeders from bay area cities to 5.

I don't see why it has to go down the coast too. It seems like the effort is being duplicated.

As far as I can tell few people live on 5, it is a much better place to build the high speed rail with its numerous daily trips.

Sincerely,

Tammy Salans

} #2 underground  
#2 Alternate route

---

Save money by eating out! [Find great dining coupons in your area.](#)

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:57 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail Comments

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**From:** Rebekah Saul Butler [mailto:rebekah\_saul@hotmail.com]  
**Sent:** Tuesday, April 07, 2009 9:09 AM  
**To:** HSR Comments  
**Subject:** High Speed Rail Comments

To Whom It May Concern,

The High Speed Rail will ruin the communities on the San Francisco Peninsula if not done well. The bottom line: It absolutely must be undergrounded throughout the Peninsula or it will: divide communities; devalue properties; ruin investments already made in city centers; create noise pollution; and demoralize residents. This is a moment in time that will forever shape the Peninsula. Short-term concerns of higher cost should not displace sound long-term planning to maximize our community experience. An underground tunnel for the HSR is the only viable option.

#2 underground  
#1 EJ  
community separation  
#6 property values  
#1 Noise  
#7 Consider public interests  
#4 background  
#2 underground

Best,

Rebekah Saul Butler

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Rediscover Hotmail®: Get quick friend updates right in your inbox. [Check it out.](#)

**Kris Livingston**

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**From:** Magic [magic@ecomagic.org]  
**Sent:** Tuesday, March 17, 2009 4:15 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

Dear HSR Authority personnel,

When I read the ballot information for Prop 1A, I saw nothing that indicated that a decision to route the train over Pacheco Pass and up the Peninsula, and another to route it along the CalTrain right-of-way rather than along 101 had already been made. Had I been more fully informed of these decisions, I cannot imagine voting for the measure in the absence of assurance that the train was to be tunneled through my own and other residential areas.

*Misleading*

*#7 Prop 1A  
#2 Alignment  
Tunnel*

I request that the project environmental impact assessment process include full examination of all alternatives, including Altamont Pass, ending the HST line at San Jose, and depressing it below grade or tunneling it or locating it away from the CalTrain corridor if it continues up the Peninsula.

*#2 Alternatives  
Alignment  
Grade separation*

Thank you for considering these views.

*#2 underground*

David Schrom

*Term SJ*

**Dan Gallagher**

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**From:** david shields [fx\_heat\_shaq@hotmail.com]  
**Sent:** Thursday, January 22, 2009 4:50 PM  
**To:** HSR Comments  
**Subject:** great idea

so great i wish it was mine own. | #8 support

Windows Live™ Hotmail®...more than just e-mail. [See how it works.](#)

**Kris Livingston**

**From:** Art Small [art.small@gmail.com]  
**Sent:** Monday, April 06, 2009 9:54 AM  
**To:** HSR Comments  
**Cc:** Sharon Small  
**Subject:** High Speed Rail San Jose to San Francisco: Opposed to current plan

The current plan to route HSR above ground through densely populated areas is economically and ecologically disastrous.

It will divide communities, disrupt business and education nearby, and make the very residential areas with access to mass transit extremely undesirable.

No one will want to live in the areas blighted by noise and Berlin Walls, leaving fewer rail commuters and more auto commuters, taking longer, more polluting drives.

The tunnel alternative would create housing near mass transit, preserve denser, more mass transit friendly neighborhoods, and draw more ridership to CalTrain and the HSR.

The current above grade plan would save construction costs, at the price of much larger losses to CalTrain, peninsula communities, and the environment.

Please reroute HSR or place it underground.

Art Small

*const cost*

#9 oppose  
#1 Biological resource  
#1 community separation  
#6 local businesses  
#1 public services

rail commuters and more  
#1 Aesthetics #1 traffic circulation  
#1 Air, noise

#2 tunnel  
#1 population/housing

TOD  
#2 tunnel

#2 ~~underground~~  
different alignment

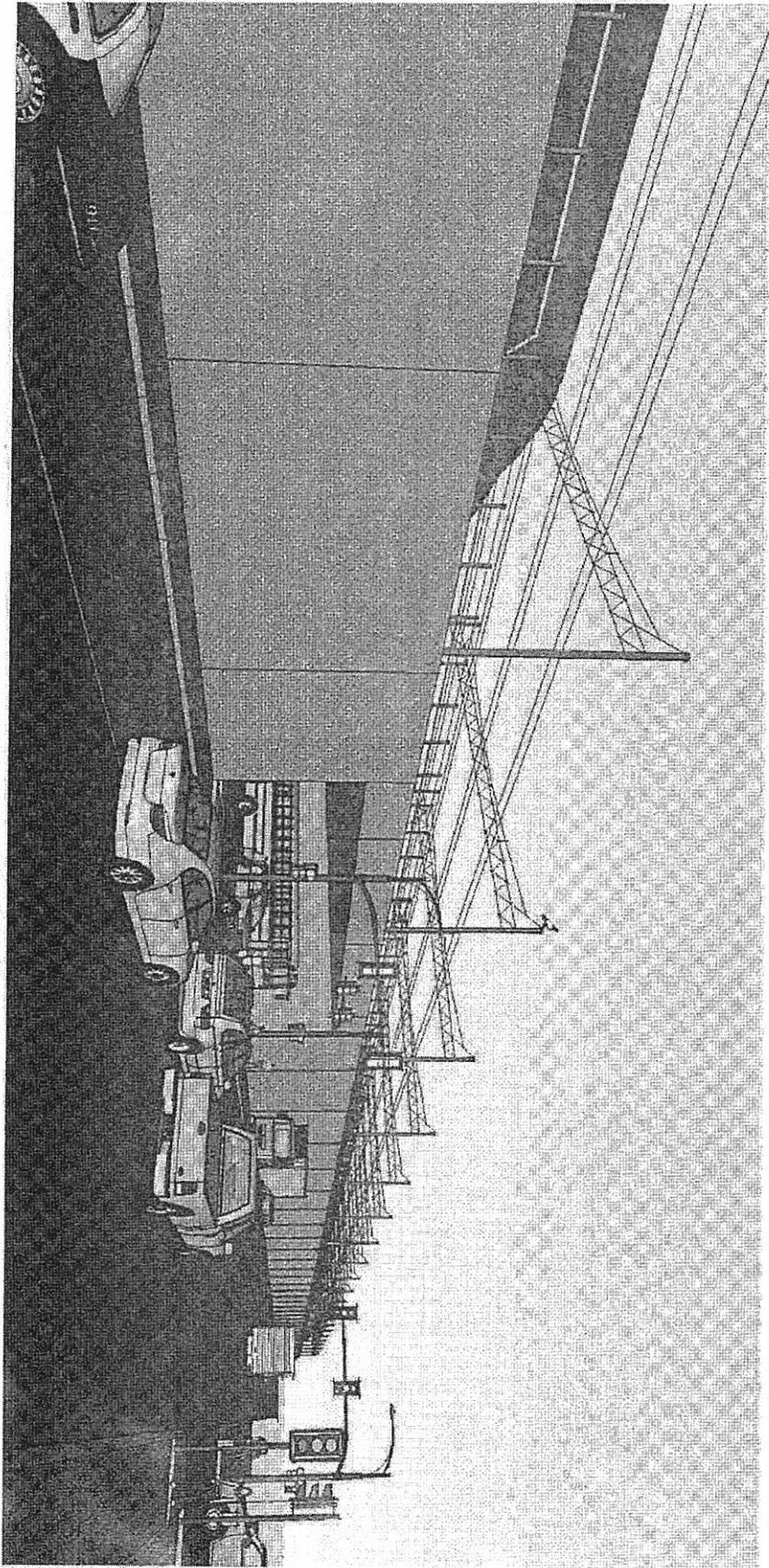
**Kris Livingston**

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**From:** Sharon Small [shsmall@gmail.com]  
**Sent:** Sunday, April 05, 2009 9:44 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST-NO BUILD  
**Attachments:** HSR view from Alma 1Mar09a small.jpg; ATT2509625.txt

NO BUILD option for San Francisco to San Jose HST. #1 oppose  
The Pacheco Pass Route was approved in July 2008 before the CA voters approved the passage of Prop 1A in November 2008. Why wasn't the public informed of the Pacheco Pass Route during the election? Why was important information withheld?  
Sharon Small

#1  
Prop  
A  
#2. Pacheco  
Pass  
Route  
Misleading



**Kris Livingston**

---

**From:** Sandra Soto [Sandra.Soto@sfgov.org]  
**Sent:** Monday, April 06, 2009 10:15 AM  
**To:** HSR Comments  
**Subject:** comments

Please do not place the train underground. The train is part of the culture of this part of the country and if it stays visible, it will remain in the history of this country as well. Thank you.

Please do not place the train underground. The MUNI train in SF was placed underground but it does not run faster than if it was on top and appropriately coordinated regarding traffic signals Thank you

Please build bikes lanes and provide shuttles in all main train stations Thank you

#2  
aboveground/  
elevated

#1 traffic &  
circulation

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Thursday, March 05, 2009 2:53 PM  
**To:** Kris Livingston  
**Subject:** FW: San Francisco to San Jose HST

-----Original Message-----

**From:** Justin Spivey [mailto:justin.spivey@gmail.com]  
**Sent:** Wednesday, February 18, 2009 10:57 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HST

I am writing to comment upon the EIS/EIR scope for the California High Speed Train Project from San Francisco to San Jose.

I encourage the California High-Speed Rail Authority to develop a whole-corridor mitigation approach to meeting National Historic Preservation Act Section 106 requirements. The proposed HST corridor is likely to contain numerous original track remnants, wayside buildings, signal bridges, and other structures, in addition to underlying archaeological evidence. While some of these artifacts might not be historically significant in and of themselves, they could be highly significant as a collection telling the story of the Southern Pacific Railroad (SP) and its role in developing the Peninsula region.

#1  
Historic  
resources

Instead of identifying and mitigating adverse impact on an artifact-by-artifact basis, a similar level of funding might be more effectively spent to preserve artifacts from the entire corridor in a museum. One promising museum site is the SP's former Bayshore Yard, which is adjacent to the HST corridor and includes one of the very few remaining brick roundhouses on the West Coast. A museum in the roundhouse would provide a permanent and publicly accessible home for the most significant artifacts and interpret them in the broader context of SP and Peninsula history. Furthermore, the museum would create near-term construction jobs and longer-term museum jobs while also serving as a focal point for proposed redevelopment of the former Bayshore Yard (a.k.a. Brisbane Baylands).

#1  
Historic  
Resource  
cultural  
resources

This site has already been identified as a potential cultural center during environmental review of the proposed Baylands redevelopment and is being used by a railroad preservation non-profit, San Francisco Trains, Inc. With this non-profit, the property owner, and the City of Brisbane as preservation partners, mitigation funds could be leveraged to even greater benefit.

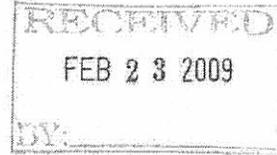
#1  
Historic  
resources

In conclusion, I believe that the EIS/EIR scope should include a study of funding a museum as an alternative to the more traditional Section 106 process of mitigating adverse impact artifact by artifact.

#1  
Historic  
resources

Sincerely,  
Justin M. Spivey  
690 63rd Street  
Oakland, CA 94609

**Justin M. Spivey**  
690 63rd Street  
Oakland, CA 94609-1218  
day (510) 549-1906  
eve (510) 658-7378  
justin.spivey@gmail.com



February 18, 2009

Mr. Dan Leavitt  
Deputy Director  
San Francisco to San Jose HST  
California High-Speed Rail Authority  
925 L Street, Suite 425  
Sacramento, CA 95814-3704

*duplicate*

Dear Mr. Leavitt,

I am writing to comment upon the EIS/EIR scope for the California High Speed Train Project from San Francisco to San Jose.

#11 intro

I encourage the California High-Speed Rail Authority to develop a whole-corridor mitigation approach to meeting National Historic Preservation Act Section 106 requirements. The proposed HST corridor is likely to contain numerous original track remnants, wayside buildings, signal bridges, and other structures, in addition to underlying archaeological evidence. While some of these artifacts might not be historically significant in and of themselves, they could be highly significant as a collection telling the story of the Southern Pacific Railroad (SP) and its role in developing the Peninsula region.

#1 Historical Resources

Instead of identifying and mitigating adverse impact on an artifact-by-artifact basis, a similar level of funding might be more effectively spent to preserve artifacts from the entire corridor in a museum. One promising museum site is the SP's former Bayshore Yard, which is adjacent to the HST corridor and includes one of the very few remaining brick roundhouses on the West Coast. A museum in the roundhouse would provide a permanent and publicly accessible home for the most significant artifacts and interpret them in the broader context of SP and Peninsula history. Furthermore, the museum would create near-term construction jobs and longer-term museum jobs while also serving as a focal point for proposed redevelopment of the former Bayshore Yard (a.k.a. Brisbane Baylands).

#1 Cultural Resources

This site has already been identified as a potential cultural center during environmental review of the proposed Baylands redevelopment and is being used by a railroad preservation non-profit, San Francisco Trains, Inc. With this non-profit, the property owner, and the City of Brisbane as preservation partners, mitigation funds could be leveraged to even greater benefit.

In conclusion, I believe that the EIS/EIR scope should include a study of funding a museum as an alternative to the more traditional Section 106 process of mitigating adverse impact artifact by artifact.

Sincerely,

I-097

**Kris Livingston**

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**From:** Helen Sandoval [tigerpuppies@earthlink.net]  
**Sent:** Friday, April 03, 2009 4:14 PM  
**To:** HSR Comments  
**Subject:** San Francisco to San Jose HS

I would like to submit the following comments and request a response:

1. Reopen route discussions;
2. Use the Altamont Pass route instead of Pacheco Pass;
3. Use the No-Build option;
4. Stop in San Jose and do not continue up the Peninsula to San Francisco along the CalTrain corridor;
5. Re-route along Highway 101 from San Jose to San Francisco;
6. Re-route through the East Bay along Highway 880 from San Jose to San Francisco;
7. Tunnel and pay to underground up the Peninsula from San Jose to San Francisco;
8. Do not use elevated tracks up the Peninsula from San Jose to San Francisco;
9. Do not use grade separations up the Peninsula from San Jose to San Francisco;
10. Do not widen the existing CalTrain corridor;
11. Do not take private land or homes;
12. No station in Palo Alto or Redwood City;

2  
] DIFF ALTS  
2  
] NO BUILD  
2  
] TERMINATE IN SJ  
2  
] DIFF ALIGNMENT  
2  
] GRADE SEPARATED  
TUNNEL  
ELEVATED  
6  
] ACQUIRING ROW  
2  
] WIDTH OF ROW  
] NO STATION  
PALO ALTO +  
RC

All the best,  
Helen Stavropoulos Sandoval

Ignorance killed the cat. Curiosity was framed.  
C.J. Cherryh

**Dan Gallagher**

---

**From:** Danjobry@aol.com  
**Sent:** Friday, January 23, 2009 9:19 AM  
**To:** HSR Comments  
**Subject:** A bullet train?? With what money???

To Whom This May Concern:

At this point in time, I am extremely concerned with the outrageous budget deficit issues regarding the University of California and the resulting enrollment curtailment that could quite possibly affect my son's acceptances at UC's.

#9  
oppose

I will absolutely not support billions of dollars being allocated for a super bullet train when my own son's future opportunities for higher education are at stake. This is a ridiculous proposition when California is so much in debt. How dare this bullet train even be considered when we are in a financial crisis in California and our children's higher educational futures are being affected?

Sincerely,  
Joan Steele

---

**Know Your Numbers:** Get [tips and tools](#) to help you improve your credit score.

April 2, 2009

To: Quentin Kopp, Chair  
California High-Speed  
Rail Authority  
Sacramento, CA

RECEIVED  
APR 3 2009  
BY:

Dear Chairman Kopp,  
Striving to extend the High Speed Rail  
to the new Transbay Terminal will cause  
major inconveniences for passengers.

This will also discourage commuters  
from using rail transportation and thwart  
our ability to promote alternatives to driving.

Please work to make sure the money is  
found to build the extension to the new  
Transbay Terminal as soon as possible!

Thank you for your strong consideration  
on this issue.

Sincerely,

Phyllis Stevens  
264 Douglas Ln, #10  
Pleasant Hill, CA 94523

#9  
#8 Support  
with HSR to  
Transbay  
Term.

#5 Source  
of  
fund.  
#2  
Transbay  
terminal

**Kris Livingston**

**From:** Bill Stremmel [wjs\_batr@sbcglobal.net]  
**Sent:** Monday, March 09, 2009 10:18 AM  
**To:** HSR Comments  
**Subject:** Peninsula Underground NOT feasible

While there are legitimate concerns over possible impacts of expanding the above-grade Caltrain right-of-way to accommodate High-Speed Rail, one does not have to be an engineer to appreciate the enormous cost and complexities of placing the tracks underground. Difficulties have been compounded over past decades where Samtrans has @ considerable expense built overpasses for Caltrain to eliminate at-grade crossings. Contemplate the following options:

1. If existing tracks were to be placed underground with the new HSR tracks, this would mean ripping out every one of these bridges because their foundations extend a long way down into the ground beyond the proposed trackway. Such an endeavor would mean walking away from a public investment of billions of dollars as well as entailing many years of disruption to Caltrain service and the primary retail districts of many Peninsula cities. Indeed, WHERE would Caltrain run during the period of overpass removal ???

#11  
#2  
underground  
Bridges  
#5  
Cost

2. If only HSR tracks were trenched underground they would fan out beyond the existing Caltrain right-of-way where Caltrain is elevated ... because ... as explained in ( 1.) the overpass foundations extending deep into the ground preclude anything built directly underneath that could undermine them. Where Caltrain crosses streets @ grade HSR could run directly underneath, but this would entail a lengthy period when Caltrain would have to be detoured onto temporary tracks while constructing an underground transitway "box". Such temporary tracks could be devastating to many downtown areas where they would have to pass on the outside of the stations. The cost and disruption could be almost as great as for burying both new and existing tracks without yielding any environmental benefits or making valuable real estate available for infill development.

A5  
Cost  
#2  
underground

3. If HSR tracks were buried farther down in bored tunnels, these would have to either be very deep to avoid undermining the existing Caltrain overpasses, or be tunneled below existing streets necessitating costly relocation of utilities and disturbing substrata water. Tunneling HSR would also necessitate the added cost for elevators and escalators to move patrons between train platforms and street level. Entire Stations in Palo Alto, Redwood City, Mountain View, San Mateo and Millbrae may also have to be placed underground if surface Caltrain stations cannot accommodate the added function of High-Speed Rail.

#2  
tunnel

The Peninsula was selected as the most logical gateway to San Francisco, however the cost of placing this route underground is beyond the scope of all conceivable funding. Indeed it may be so high as to be prohibitive even for the well-to-do communities opposing the existing plan. These constraints need to be made very clear to those communities which currently stand to benefit in many respects from accessibility to the main trunk route for California's High-Speed Rail.

#2  
underground

Sincerely,

Bill Stremmel  
1755 Trinity Avenue, Apt.# 18  
Walnut Creek, CA 94596-4007

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:06 PM  
**To:** Kris Livingston  
**Subject:** FW: IMPORTANT CHANGE in my previous email Cost benefit analysis figure request and why isn't San Jose International Airport one of the stops?

**From:** Scott Soper and Teresa O'Kane [mailto:fosterkane@hotmail.com]  
**Sent:** Monday, April 06, 2009 5:57 PM  
**To:** HSR Comments  
**Subject:** IMPORTANT CHANGE in my previous email Cost benefit analysis figure request and why isn't San Jose International Airport one of the stops?

Actually the interest on \$4 billion at 4% works out to 160 million a year. Sorry. That makes it 640,000 day \$3.20 cents amile or \$64 per trip. Though we will be lucky to get interest as low as 4% so I think my original numbers will stand up.

Scott Soper and Teresa O'Kane  
E-mail [fosterkane@hotmail.com](mailto:fosterkane@hotmail.com)

Statement X  
#5 construction costs  
#5 funding

**From:** [fosterkane@hotmail.com](mailto:fosterkane@hotmail.com)  
**To:** [comments@hsr.ca.gov](mailto:comments@hsr.ca.gov)  
**Subject:** Cost benefit analysis figure request and why isn't San Jose International Airport one of the stops?  
**Date:** Mon, 6 Apr 2009 17:33:34 -0700

RE: San Francisco to San Jose.

I would like to know, expressed in cost-per-passenger-minute-saved, the difference between the Caltrain "Baby Bullet" and the High Speed Rail.

Example; If 10,000 people commute to San Francisco on the Baby Bullet and it takes 1 hour, but on the high speed rail it would take 40 minutes, then that would be 200,000 passenger minutes a day (20 minutes saved X 10,000)

Assuming: 250 days a year (5 day week+ holidays excluded), 4 billion cost, Debt service of 4% or \$250 million.\* Feel free to add actual operation costs too.

That would be about a million a day. (\$250 million/250 business service days)  
OR \$5 for each passenger minute saved-per person. (\$1,000,000 divided by 200,000 passenger minutes saved)  
OR \$100 per passenger trip. (\$5 X 20 minutes saved) Still no operation costs added yet though.

I would like to know how you figured it. Thanks!

Also, why aren't we doing this right and having one of the stops at the airport? Did Europe and Asia get

#7 info request

#5 construction costs  
Cost/minute?

#2 compare to foreign system

the airport/train connection bit wrong somehow?



\* Per wikipedia; The baby bullet takes less than 1 hour, makes 8 stops, and had just under 8,000 passengers per week-day in Feb 2008.

] #11 background

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 4:06 PM  
**To:** Kris Livingston  
**Subject:** FW: Last day to comment on EIR for San Jose-Diridon?

---

**From:** Scott Soper and Teresa O'Kane [mailto:[fosterkane@hotmail.com](mailto:fosterkane@hotmail.com)]  
**Sent:** Monday, April 06, 2009 12:21 PM  
**To:** HSR Comments  
**Subject:** Last day to comment on EIR for San Jose-Diridon?

Hello,

What is the last day to comment on the San Jose-Diridon EIR for HSR?

Thanks,

Scott Soper and Teresa O'Kane  
E-mail [fosterkane@hotmail.com](mailto:fosterkane@hotmail.com)

] #7 information request

Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:06 PM  
**To:** Kris Livingston  
**Subject:** FW: Cost benefit analysis figure request and why isn't San Jose International Airport one of the stops?

**From:** Scott Soper and Teresa O'Kane [mailto:fosterkane@hotmail.com]  
**Sent:** Monday, April 06, 2009 5:34 PM  
**To:** HSR Comments  
**Subject:** Cost benefit analysis figure request and why isn't San Jose International Airport one of the stops?

*Duplicate*

RE: San Francisco to San Jose.

I would like to know, expressed in cost-per-passenger-minute-saved, the difference between the Caltrain "Baby Bullet" and the High Speed Rail.

Example; If 10,000 people commute to San Francisco on the Baby Bullet and it takes 1 hour, but on the high speed rail it would take 40 minutes, then that would be 200,000 passenger minutes a day (20 minutes saved X 10,000)

Assuming: 250 days a year (5 day week+ holidays excluded), 4 billion cost, Debt service of 4% or \$250 million.\* Feel free to add actual operation costs too.

That would be about a million a day. (\$250 million/250 business service days)  
OR \$5 for each passenger minute saved-per person. (\$1,000,000 divided by 200,000 passenger minutes saved)  
OR \$100 per passenger trip. (\$5 X 20 minutes saved) Still no operation costs added yet though.

I would like to know how you figured it. Thanks!

Also, why aren't we doing this right and having one of the stops at the airport? Did Europe and Asia get the airport/train connection bit wrong somehow?

\* Per wikipedia; The baby bullet takes less than 1 hour, makes 8 stops, and had just under 8,000 passengers per week-day in Feb 2008.

**Kris Livingston**

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**From:** info@hsr.ca.gov  
**Sent:** Monday, April 06, 2009 11:45 AM  
**To:** Info @ HSR  
**Subject:** CHSR Contact

CHSR Contact.

Contact Name: Kazuya Tsurushita  
Company:  
Phone: 530-400-9659  
Email: [tsurushita@yahoo.com](mailto:tsurushita@yahoo.com)  
Website:  
Comment:

Dear California High-Speed Rail Authority, This is a scoping period comment for San Francisco to San Jose Section, which was extended to Monday, April 6th. I would like CAHSR Authority to assess following items in the project EIR/EIS study: 1. Impact of the wind pressure generated by the High-Speed Rail to the adjacent property. 2. Post all received comments from City, County, and other public agencies in the website. Although most of the draft letters are accessible in their websites, it would be more convenient if all documents are all available to view in this website. Also, I would like to see the frequently asked questions/concerns/requests in the website as well.

} #11 intro  
} #1 A/Q  
} #7 intro requests



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): ALFRED TWU City: BERKELEY State: CA zip: 94704  
Title (if applicable): \_\_\_\_\_ Phone: 732-850-1013 Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: MAIL@FIRSTCULTURAL.COM  
Address 2415 PROSPECT STREET, BERKELEY, CA 94704

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.  
Please comment clearly.

I would like to see some attention paid to the time beyond the planning year of 2035, seeing how 2035 is only 15 years past the start of revenue service. Though forecasting may be difficult, there are some present trends that can be addressed to help future-proof CAHSR, such as...

- ① Increasing top speeds of HSR technology. Trains may start at 125 mph on the Peninsula but future tech may allow better, but only if track geometry and environmental mitigation allows it. #11 intro  
#4 AA technology  
#3 train speeds
- ② Climate change and sea level rise should be factored into the decision for tunnels, at-grade, or elevated right of way. #1 Climate change  
#2 Alignment AAs
- ③ Stations and track geometry should anticipate future rail extensions, either high speed or conventional, beyond the project scope, i.e. branch lines to Santa Cruz or Marin. #2 tracks  
#2 station design

RECEIVED  
FEB 24 2009  
BY: \_\_\_\_\_

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:00 PM  
**To:** Kris Livingston  
**Subject:** FW: why are you going through the Peninsula?

**From:** menanoria@yahoo.com [mailto:menanoria@yahoo.com]  
**Sent:** Monday, April 06, 2009 9:20 PM  
**To:** HSR Comments  
**Subject:** why are you going through the Peninsula?

Hello -

I've grown up in the Bay Area and have lived on the Peninsula, East Bay and in The City. I voted to have the high speed rail...but never would I have voted for it if I realized that you were planning to change the landscape and the culture of the Peninsula. Along the Caltrain Line down the Peninsula are wonderful neighborhoods that would be changed for the worse if you put LOUD trains that are on unsightly 15-foot (minimum) barriers that not only divide neighborhoods but seriously decrease the property values and decline the neighborhoods that have stood for years as wonderful neighborhoods to raise children.

#11  
intro  
#1 noise  
#1 land use  
#6 property values  
#1 EG

Why on earth are you fighting people on the Peninsula to "railroad" your high-speed rail into our communities and dividing our neighborhood? There are alternatives. Stop at San Jose if you MUST go through Pacheco Pass. Or please go through the Altamonte Pass where you won't destroy the a natural California beauty (Pacheco Pass) and wont' divide neighborhoods. Please think of a solution that does not destroy the Peninsula neighborhoods that I grew up in, chose to buy a house and raise my family in and have many friends and family that have done the same.

comm  
imp  
#2  
different  
alignment  
#1 EG

I applaud your goal to have high-speed rail...but at what cost? If there are alternatives to destroying all the old neighborhoods down the Peninsula, why are you fighting to keep to this plan? And please don't be fooled, by splitting the neighborhoods with 15' high walls, you will be destroying neighborhoods, driving down home values and many wonderful families will move away from what was once a great place to raise children and retire. A high-speed rail is a nice thing, but it is not worth destroying the communities of our San Francisco Peninsula over.

Seg  
#1 land use  
#1 pop & housing  
#6 property values  
#1 EG

-Michelle Vella Enanoria  
[menanoria@yahoo.com](mailto:menanoria@yahoo.com)

**Kris Livingston**

---

**From:** Amy Vinther [avinther@mac.com]  
**Sent:** Sunday, April 05, 2009 8:22 PM  
**To:** HSR Comments  
**Subject:** high speed rail

To Whomever It May Concern,

As a mom first and foremost, and an emergency medicine physician second, I have some serious concerns about the high speed rail that is going through our town of Burlingame. Our railroad runs literally across the street from Burlingame High School. Not only is the train going to be extremely loud (and thereby disrupting classrooms), but kids of all ages (from toddlers to teens) walk across that railroad daily and at many hours throughout the day. I hope that people are considering the safety of this train before implementing it. It's a shame that our quiet town is going to be disrupted by a loud and unsafe train.

#1 Public  
Safety  
School  
#1 noise  
~~#1 traffic~~  
#1 safety

Sincerely,

Amy Vinther

## Kris Livingston

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 3:04 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Railway thru communities.

**From:** Michael woody [mailto:t\_mwoody@comcast.net]  
**Sent:** Monday, April 06, 2009 8:49 PM  
**To:** HSR Comments  
**Subject:** High Speed Railway thru communities.

I am really excited about the High Speed Railway. But I do have some concerns and that is if you follow the CalTrain right-of-way and travel at any real speed, then we have to make sure it does not destroy the nature of our communities by dividing towns and cities into East and West of the train tracks and making the smooth and casual travel within our communities a hassle. We are first a community and then secondly commuters. Some mass-transit agencies like Caltrain and SamTrans look to those that they "serve" and to those whom they inconvenience as something that can be tossed aside when it suits them ( or so it seems from their actions, anyway). In places like Burlingame Avenue and many other places up and down the Peninsula the only imaginable path seems to be tunneling no matter how expensive it may be. You can Not cut the Downtown area off from the High School and Park and all of those homes. Caltrain has already restricted the free passage to an acceptable minimal level of passage. Anything lesser will have adverse effects on our town. Berms and drive-arounds are an inelegant "solution". Do it nice. Do it friendly. Do it with class. Make us happy to have High Speed instead of having to tolerate it. Besides that's bad PR for your potential customers. I know if you anger me I am not going to ride it nor help you succeed. We can make this work real nice. Tho, it might cost much more than you like. But in the end maybe just about everyone will smile and be happy.

#3 support

#1 land use comm. impact

#2 tunnel alternate route

#1 land use

#5 cost



# Scoping Period Comment Form

San Francisco to San Jose Section

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**Meeting Date/Location**

January 22 - San Mateo County  January 27 - San Francisco County  January 29 - Santa Clara County

Name (please print): PAUL YOUNG City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_  
Organization/Business (if applicable): \_\_\_\_\_ E-mail: peymojo@gmail.com  
Address: \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

CALTRAIN DISRUPTIONS due to accidents/fatalities on the tracks are significant. Would like to see deeper discussion of this issue in the HSR context. #1 Safety

Clarify relationship with potential underground extension from 4th + King towards downtown. #3 Muni extension Caltrain

Consider incremental cost/benefit of free/low-cost shuttle between 4th + King + Transbay. #5 Cost/Benefit  
#1 Traffic Connectivity

Consider implication on Caltrain of HSR for local peninsula commuters - will HSR essentially eliminate justification for "Baby Bullet" type service, therefore returning Caltrain to "crappy, slow, local" use, therefore undermining relevance of 4th + King station? This may sound far-fetched, but model it out. #3 coordination Baby bullet

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-0 110  
110-



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

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January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): \_\_\_\_\_ E-mail: \_\_\_\_\_

Address \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.

Please comment clearly.

This is 50 years overdue - CA needs it and we have the resources to reach the goal of having the first system of its kind in the US - we need to move out of our third world transportation system.

#8 support

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-0111



# Scoping Period Comment Form

San Francisco to San Jose Section

**Thank you for attending today's meeting.** The purpose of the scoping process is to identify public and agency concerns, focus on the environmental documents, and define the issues that will be examined in the Project-Level Environmental Impact Report/ Environmental Impact Statement (EIR/EIS). The scoping process also helps to identify project impacts, alternatives, mitigation, measures, and environmental subject areas deserving attention. Please return comments to the California High-Speed Rail Authority (return address is on the reverse side of this form) by March 6, 2009.

**Meeting Date/Location**

January 22 - San Mateo County     January 27 - San Francisco County     January 29 - Santa Clara County

Name (please print): \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Title (if applicable): \_\_\_\_\_ Phone: \_\_\_\_\_ Fax: \_\_\_\_\_

Organization/Business (if applicable): on file E-mail: \_\_\_\_\_

Address already \_\_\_\_\_

Yes, I would like to be added to your mailing list to receive newsletters, information mailings, and meeting notices.  
Please comment clearly.

My top concerns are:

① safety, especially the SF - SJ segment will be among the highly populated areas. ] #1 Safety

② noise insulation, for obvious reason. ] #1 noise

#1 Pop+Housing growth in population. Now, we have 4 tracks. ] #3 Future expansion  
Other than the number of tracks, we should also be vigilant to get the most bang of our buck on the infrastructure that will be put in place. ] #3 # of tracks

Thank you for your participation in this important process. Please leave your form at the comment table or mail it to us as soon as possible in order to ensure that your comments are included in our records. The comment period closes on March 6, 2009.

**Fold and Tape Before Mailing**

I-0 112

**Kris Livingston**

---

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:53 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail in San Jose

Out of Area

---

**From:** millergals@aol.com [mailto:millergals@aol.com]  
**Sent:** Thursday, April 09, 2009 12:08 AM  
**To:** HSR Comments; b.strumwasser@circlepoint.com; dave.mansen@parsons.com  
**Subject:** High Speed Rail in San Jose

Dear Sir/Madame:

*Duplicate*

I am writing to express my objection to the proposal to run California High Speed Rail (CAHSR) down the Monterey corridor, directly adjacent to Silver Leaf neighborhood.

Before I begin, I first want to express my frustration with the manor in which pubic meetings were held. Meeting dates/ times were not broadly communicated, and meeting times were set during standard business hours, so as limiting the public's ability to attend and make their voices heard. < o:p>

On the matter of CAHSR, I have done much study on high speed rail in Japan and Europe. Noise seemed to be a big issue in Japan, resulting in legal action by the some in the Nagoya community. As a result, laws were passed setting maximum noise levels and structural/operational changes to the rail were made, to include reducing speed in densely inhabited areas. My concern is that CAHSR stated that speed reductions were not under consideration, as they had to meet designated time to destination goals. I see this as a major concern.

After the opening of the Tokaido Shinkansen, a noise problem in the Nagoya area was pointed out. In 1975, environmental criteria were decided as follows:

- , Under 70 hon: Residential area, outside house
- \* Under 75 hon: Commercial area, outside house

The Nagoya noise problem provided a good lesson for the *Tohoku* and *Joetsu* lines. These new lines were improved as follows:

- 20m wide environmental zone (both sides of right-of-way)
- Noise barrier
- Improvement of track ground
- Improvement of track basement
- Speed decreased through densely inhabited districts

CAHSR is talking about taking at least half of Monterey highway, with high speed rail cars passing at upwards of 200 MPH directly behind our homes, a minimum of 14 times an hour!!!! That does not

even consider the additional runs, at all hours of the night, once freight runs are instituted. The negative impacts of CAHSR on our neighborhood are certainly not limited to environmental noise. The issues are many and profound. The following is a partial list:

- Decreased property values and potential home seizures
- Neighborhood safety compromised-potential of serious accidents at extremely high speeds
- Increased congestion as a result of the narrowing of Monterey, at a time when a new housing development is also planned
- Destruction of SL neighborhood aesthetically (cute entrance ways and planted median replaced by large ungainly and likely graffiti covered sound walls on both sides)
- Damage to neighborhood homes due to shaking and vibration
- Isolation of Silver Leaf neighborhood (sound walls on each side cutting off our community from neighboring communities, the new police substation, etc)
- Construction noise and obstructions. Rail operation noise
- Isolation of neighborhood businesses...potentially resulting in store closings

We need real answers, not another meeting which espouses the glories of high speed rail with pretty photos. What we need are clear specifics on what the rail means to our neighborhood to include :

- Planned location and its impact on Monterey Highway (design documents which clearly show location and impact on the neighborhood)
- Forecasted impact on home values (ie home values study)
- Plans for the sound wall and technical data re: sound emitted and blocked via sound wall (this data should be available from Japan)
- Size, material make up, and proposed location of the sound wall. Responsibility for maintenance of this wall re: graffiti clean up, etc.
- Plans re: the pedestrian bridge and connection to the new development/park from SL
- Law enforcement access to our neighborhood (considering the new substation will be on the opposite side of the rails)
- Traffic control (assuming the narrowing of Monterey and continued high traffic from Walmart and the new development)
- Effect on local businesses
- Effect on plans to landscape and repave Monterey
- Legal recourse for constituents for damages to their homes resulting from shaking/vibration.

**Kris Livingston**

**From:** HSR Comments  
**Sent:** Tuesday, April 21, 2009 2:40 PM  
**To:** Kris Livingston  
**Subject:** FW: High Speed Rail in San Jose

Out of Area

**From:** millergals@aol.com [mailto:millergals@aol.com]  
**Sent:** Friday, April 10, 2009 6:30 PM  
**To:** HSR Comments  
**Subject:** Fwd: High Speed Rail in San Jose

Dear Sir/Madame:

I am writing to express my objection to the proposal to run California High Speed Rail (CAHSR) down the Monterey corridor, directly adjacent to Silver Leaf neighborhood. ] # 9 opposition

Before I begin, I first want to express my frustration with the manor in which pubic meetings were held. Meeting dates/ times were not broadly communicated, and meeting times were set during standard business hours, so as limiting the public's ability to attend and make their voices heard. ] # 7 ppl (misinformed) # 7 poor outreach

On the matter of CAHSR, I have done much study on high speed rail in Japan and Europe. Noise seemed to be a big issue in Japan, resulting in legal action by the some in the Nagoya community. As a result, laws were passed setting maximum noise levels and structural/operational changes to the rail were made, to include reducing speed in densely inhabited areas. My concern is that CAHSR stated that speed reductions were not under consideration, as they had to meet designated time to destination goals. I see this as a major concern. ] # 2 compare to foreign system # 1 noise # 2 compare to foreign system

After the opening of the Tokaido Shinkansen, a noise problem in the Nagoya area was pointed out. In 1975, environmental criteria were decided as follows:

- , Under 70 hon: Residential area, outside house
- \* Under 75 hon: Commercial area, outside house

The Nagoya noise problem provided a good lesson for the *Tohoku* and *Joetsu* lines.

These new lines were improved as follows:

- 20m wide environmental zone (both sides of right-of-way)
- Noise barrier
- Improvement of track ground
- Improvement of track basement
- Speed decreased through densely inhabited districts

] # 2 compare to foreign system # 1 noise # 2 buffer zone

CAHSR is talking about taking at least half of Monterey highway, with high speed rail cars passing at upwards of 200 MPH directly behind our homes, a minimum of 14 times an hour!!!! That does not even consider the additional runs, at all hours of the night, once freight runs are instituted. The negative impacts of CAHSR on our neighborhood are certainly not limited to environmental noise. The issues are many and profound. The following is a partial list:

#1 noise

- Decreased property values and potential home seizures # 6 property values
- Neighborhood safety compromised-potential of serious accidents at extremely high speeds # 1 safety
- Increased congestion as a result of the narrowing of Monterey, at a time when a new housing development is also planned # 1 traffic & circulation
- Destruction of SL neighborhood aesthetically (cute entrance ways and planted median replaced by large ungainly and likely graffiti covered sound walls on both sides) # 1 Aesthetics
- Damage to neighborhood homes due to shaking and vibration # 1 vibration
- Isolation of Silver Leaf neighborhood (sound walls on each side cutting off our community from neighboring communities, the new police substation, etc) # 1 noise, # 1 EJ-community separation
- Construction noise and obstructions. Rail operation noise # 1 noise, # 1 const. impacts
- Isolation of neighborhood businesses...potentially resulting in store closings # 6 local businesses

We need real answers, not another meeting which espouses the glories of high speed rail with pretty photos. What we need are clear specifics on what the rail means to our neighborhood to include:

#11 intro

- Planned location and its impact on Monterey Highway (design documents which clearly show location and impact on the neighborhood) # 2 station locations
- Forecasted impact on home values (ie home values study) # 6 property values
- Plans for the sound wall and technical data re: sound emitted and blocked via sound wall (this data should be available from Japan) # 1 noise, # 2 compare to foreign system
- Size, material make up, and proposed location of the sound wall. Responsibility for maintenance of this wall re: graffiti clean up, etc. # 1 noise
- Plans re: the pedestrian bridge and connection to the new development/park from SL # 1 traffic & circulation
- Law enforcement access to our neighborhood (considering the new substation will be on the opposite side of the rails) # 1 safety, # 1 public services
- Traffic control (assuming the narrowing of Monterey and continued high traffic from Walmart and the new development) # 1 traffic & circulation
- Effect on local businesses # 6 local businesses
- Effect on plans to landscape and repave Monterey # 1 Aesthetics

- Legal recourse for constituents for damages to their homes resulting from shaking/vibration.

#1 vibration

- Construction (time frame, staging, noise, potentially hazardous waste, clean up, etc.)

#2 construction phasing #1 const impacts

- Connectivity with greater San Jose (with sound walls on each side isolating SL)

#1 EI community separation

- Health risks posed from close proximity to high electrical current

#1 Hazards

- Fail safe measures to ensure safe operations of the rail

#1 safety

Seismic structural project reinforcements

~~emph project reinforcements~~

#1 Geology & soils

- Effect on historic landmarks-Historic El Camino Real and Almaden Quick Silver Mines

#1 Historic resources

I have completed much study re: Japan and Europe's high speed rail and have significant concerns, even to its profitability. I will continue to educate myself so as to ensure that the Silver Leaf neighborhood is not railroaded, figuratively or literally. Should the decision be made to move forward with the current proposal and our concerns not be adequately addressed, I will personally lead the charge for our community against CAHSR to include the possibility of filing or joining existing legal actions against CAHSR. It is my hope, through the scoping process, that CAHSR will give very serious consideration to the above concerns and will select an alternate route that does not impact the Silver Leaf community, its neighbors or history.

#5 profitability

#11 conclusion

Regards,

Deborah Miller  
 Silver Leaf Resident  
 SLNA Board  
 Delegate Silver Leaf Coalition/City of San Jose

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