

## **Appendix K:**

### **Record of Verbal Comments from Scoping Meetings (Court Reporter Transcripts)**

- Merced Public Meeting – March 18, 2009
- Madera Public Meeting – March 19, 2009
- San Jose Public Meeting – March 25, 2009
- Gilroy Public Meeting – March 26, 2009
- San Jose Public Informational Meeting – April 29, 2009

1 CALIFORNIA HIGH-SPEED TRAIN PROJECT  
2 PUBLIC SCOPING MEETING  
3 --o0o--  
4 Merced Senior Citizens Building  
5 Merced, California

6  
7 Wednesday, March 18, 2009  
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14 PUBLIC COMMENTARY

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21 Reported by: Christine M. Credit, CSR No. 3805

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1 MR. WELLMAN: Good afternoon, Mr. Chairman.  
2 My name is Greg Wellman, and I currently serve as the  
3 City Manager of Atwater, California. I am here to  
4 articulate the City of Atwater's position in support of  
Page 2

5 the designation of Castle Air Force Base as a  
6 maintenance hub for the high-speed rail project.

7 The City of Atwater wants to underscore its  
8 commitment to work collaboratively with the County of  
9 Merced High-Speed Rail Authority and other individuals  
10 and jurisdictions to bring this maintenance facility at  
11 Castle Air Force Base to fruition. The City of Atwater  
12 is currently a regional provider of water and wastewater  
13 services including Castle Air Force Base.

14 Having served as the County's Chief  
15 Administrative Officer, Project Director for U.C.  
16 Merced, Director of the County's Human Services Agency,  
17 and now City Manager for Atwater, I have resided in  
18 Merced County for over 50 years. Certainly our  
19 demographics and economically-disadvantaged position,  
20 including a current unemployment rate of 19 percent and  
21 rising, median household income in the 30,000s, and  
22 limited educational and healthcare access provides a  
23 powerful backdrop for our plea on behalf of this general  
24 area for economic and social development. The City of  
25 Atwater would be pleased to submit formal written

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1 comments consistent with any deadline which might be  
2 established by the high speed railroad authority.

3 MR. MENDOZA: A plan we can support. A reality  
4 check: From 1939 to 1959, there was a quantum leap in  
5 the quality of life for all Americans. In 20 years, we  
6 went from driving Model T Fords to the 1959 Cadillac,  
7 Mustang, and Corvettes that featured about the same

8 comforts that today's vehicles are pushing as cutting  
9 edge. We went from driving on dirt roads to four-lane  
10 freeways across the nation. We went from cramped slow  
11 propeller airliners to the Boeing 707 and jet era that  
12 even today's jets are not much more comfortable. We  
13 went from radios to color TV and cellular phones. In  
14 the 60s, we felt that we would be living like the  
15 Jetsons in no time and gave life to the Hippie  
16 generation that felt life should not be difficult. We  
17 felt that we could actually eliminate harsh life and  
18 travel the universe. However, in the last 60 years, we  
19 have gone sideways at best and we have become  
20 pessimistic about the future. Other nations raced past  
21 us in the quality of life for their citizens and we now  
22 are having difficulty defeating a small third world  
23 nation in the battle field. Compared to our power in  
24 world war II, we have really gone backwards. We can  
25 blame all sorts of reasons. In reality, we have had no

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1 leadership and no ambition as a nation.  
2 Here is what we can do as a nation. America  
3 in the 21st Century, let's come together to improve our  
4 life.  
5 One, Transportation: While other nations have  
6 had high-speed rail for years, we find ourselves  
7 stranded and dying by the hundreds when there is a major  
8 weather front. We find ourselves crawling, sliding up  
9 and down mountains wasting energy and lives. How about  
10 a high-speed rail system that crosses the nation from

11 Seattle to Miami, New York to San Diego where you can  
12 drive in your car or semi-trailer in Seattle and drive  
13 off in Miami eight hours later and go about your  
14 business. We can do it. It is disgusting to have  
15 railroad tracks dividing our cities and keeping our  
16 people from sleeping because of the horrible noise and  
17 damage the train makes as it passes our communities, a  
18 dinosaur system for sure enough. We have the  
19 technology. We need leadership. We can do it.

20 Two, Energy: It is depressing to experience a  
21 black-out because of wind, snow, rain or not enough  
22 power. We now strand electrical cables over posts from  
23 one end of the nation to the other. What are we  
24 thinking. This method has proven to be fragile and  
25 dangerous to people who depend on electricity for their

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1 very lives. The whole universe is pure energy and we  
2 are rationing this important life-giving substance. How  
3 about placing all our grid underground where it is not  
4 susceptible to minor weather changes and remove the  
5 dangerous posts from our roads. How about quickly  
6 building 20 nuclear large power plants, five for each  
7 region of the nation and give major discounts to those  
8 who live close to the plants to avoid ignorant  
9 opposition.

10 Three, Garbage: In the 21st century, we are  
11 still dumping trash in landfills. How disgusting. We  
12 now have an atrocious method of disposing our trash. We  
13 now have a dysfunctional system that only encourages the

14 dumping of appliances, tires, furniture, et cetera along  
15 our roads. The system that we now have, it just does  
16 not work and it is very expensive. How about real  
17 recycling centers every 50 miles or in practicable  
18 locations where our citizens can deposit all their trash  
19 in local collection points and we truck it to real  
20 recycling centers where we can control the quality and  
21 its functionality. We can employ all those people who  
22 dive into our trash containers looking for cans and  
23 disperse our trash. Actually, there are many criminals  
24 pretending to be looking for glass or other trash but in  
25 reality are casing homes and businesses. Let us stop

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1 the madness. We have the technology. We need  
2 leadership. We can do it.  
3 Four, water: It is disturbing to sit in front  
4 of our TV sets and see the devastation caused by major  
5 floods, usually in the Mississippi basin, causing  
6 enormous damage in terms of lives and property damage.  
7 The damage to our wildlife is also considerable. While  
8 we watch the enormous waves of water rolling to the  
9 ocean, in other parts of the nation, we find ourselves  
10 in deadly droughts. Our crops, our lawns, our homes  
11 burn because we do not have precious water. What is  
12 wrong with this picture. Too much water in some areas  
13 and not enough water in others. How about a water  
14 system worthy of our nation that protects both the  
15 flooded areas and the dry areas. We can move huge  
16 amounts of gasoline across the nation. Certainly we can

17 move greater amounts of water from where it kills to  
18 where it is needed. We have the technology. We need  
19 leadership. We can do it.

20           How can we do all these necessary projects  
21 that would improve all our lives. We do not trust  
22 government to control these projects. That is why we  
23 would create utility companies to actually operate these  
24 projects. We can start with a 50 billion bond the first  
25 year to engineer and kick start the projects. Once the

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1 utility is operating and takes momentum, we sell it for  
2 whatever we can get. It is certain that these utility  
3 companies would be very attractive to investors. It is  
4 possible that it might cost us a trillion dollars to  
5 complete these projects. The benefits would be far  
6 greater than the costs. Not doing it is far more  
7 expensive in terms of lives and dollars. Let us begin.  
8 There are many plans in many regions for just those  
9 projects, but they are languishing due to lack of  
10 leadership. This is a worthy and practical method of  
11 giving a great push to our economy. It is a necessity  
12 for us all. About time a true leader steps forward with  
13 a needed practical approach to our lives. As voters, we  
14 do not have to go mini, myni, mo when we go to our  
15 polling places. It is boring.

16           MR. TERHUNE: Mr. Leavitt, on behalf of  
17 Defenders of Wildlife and our 90,000 members and  
18 supporters in California, I am writing in order to  
19 provide our comments on the project level environmental

20 impact report statement, EIR/EIS, for the San Jose to  
21 Merced section of the proposed high-speed train system.  
22 We join the Fish and Wildlife Service Refuge manager Kim  
23 Forrest in strongly urging the HSRA to eliminate any  
24 high-speed train alignments that cross through or  
25 adjacent to the GEA.

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1 The grasslands ecological area, GEA, is the  
2 largest block of contiguous wetlands remaining in  
3 California and provides critical habitat to over 47  
4 endangered, threatened or candidate species under state  
5 or federal law. It also provides critical wintering  
6 habitat to over 20 percent of the Pacific flyway  
7 waterfowl population.

8 We believe that the HSRA should eliminate any  
9 high-speed train alignments that cross through or  
10 adjacent to the GEA for the following reasons:

11 The typical track layout will create a profound  
12 barrier that will further isolate wildlife populations,  
13 interfere with waterfowl, waterbird nesting and  
14 breeding, and interrupt existing wildlife corridors.

15 Noise, vibration, and lighting from the  
16 high-speed rail will lead to avoidance by wildlife  
17 species and contribute to habitat fragmentation,  
18 De Santo and Smith, 1993.

19 This corridor is important for riparian brush  
20 rabbit, wood rat, w. yellow-billed cuckoo, neotropical  
21 migrants, ringtail, riparian habitat major. There is a  
22 need to maintain riparian species refugia above the

23 flood levels as part of the recovery plan for uplands  
24 species of the San Joaquin Valley, USFWS 1998  
25 Critical habitat is comprised of land

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1 officially designated by the USFWS to contain the  
2 primary constituent elements for a listed species. This  
3 habitat cannot be adversely modified in any way that  
4 would impact the survival or recovery potential of the  
5 species. Clearly, running an HSR track and fencing the  
6 entirety of the alignment within critical habitat would  
7 constituted adverse modification.

8 while we support the concept providing  
9 high-speed rail transportation to California's growing  
10 population, the damage done to this area of the Diablo  
11 Range and GEA does not justify the estimated 10-minute  
12 reduction in travel time resulting from the Pacheco Pass  
13 alignment.

14 Commuters from the San Francisco Bay Area are  
15 second only to Los Angeles regarding time spent being  
16 stuck in traffic. The HSRA should consider other  
17 options that consolidate transportation infrastructure  
18 within metropolitan areas, and alleviate traffic, such  
19 as the Altamont Pass alignment. Decreasing wear and  
20 tear on our highways and eliminating unnecessary  
21 expenses, rather than inducing sprawl by running the  
22 high-speed train through the GEA is an option that may  
23 be mutually beneficial for HSRA and wildlife.

24 Defenders is in agreement with other agencies,  
25 environmental groups, and train rider associations that  
Page 9

1 an Altamont Pass alignment would maximize ridership  
2 potential while reducing negative social and  
3 environmental impacts across the San Joaquin Valley.

4 The GEA is recognized nationally and  
5 internationally as an invaluable resource for up to one  
6 million waterfowl on an annual basis. Public and  
7 private constituencies have invested a tremendous amount  
8 of time, energy, and funding to protect this priceless  
9 area of California's landscape, and it is for this  
10 reason that we join the Fish and Wildlife Service Refuge  
11 Manager Kim Forrest in strongly urging the HSRA to  
12 eliminate any high-speed train alignments that cross  
13 through or adjacent to the GEA.

14 We appreciate the opportunity to provide  
15 comments on the EIR/EIS. Please keep me informed of any  
16 upcoming matters related to the high-speed rail project.

17 MR. MAIORINO: Joseph Maiorino. A 211-acre  
18 parcel on -- well actually Henry Miller, the road  
19 doesn't go through there. It's just open ground now,  
20 but it would split that property maybe 40 acres on one  
21 side and a hundred and something on the other side. I'm  
22 concerned about moving equipment back and forth. I'm  
23 concerned about pesticide applications with people going  
24 back and forth on the train. I really think it's a bad  
25 location for that rail line. I think they should follow

1 the 152 or the I-5 corridor. Pretty much it will  
2 interfere with my farming operation. That's about all I  
3 have to say.

4 MS. WESTMORELAND-PEDROZO: I am Executive  
5 Director of Merced County Farm Bureau. I'm representing  
6 Merced Farm Bureau. The Merced County Farm Bureau Board  
7 of Directors is greatly concerned about a state life  
8 project being left to local land use decision-makers.  
9 The predominant land that is going to be impacted will  
10 be agricultural land that is privately owned, and the  
11 scope and size of this project needs to have some land  
12 use policies attached to it, fair and just compensation  
13 for any loss of ag land and the ability to farm that  
14 land in its totality. Splitting segments of land up has  
15 an impact, long-term, to the owner-operator of that  
16 land.

17 Merced County Farm Bureau did not support the  
18 Pacheco Pass route and believes that the Altamont needs  
19 to be looked at as the prime route, not bisecting our  
20 county.

21 we have a long history of working  
22 cooperatively with the wetlands and the agencies  
23 governing those wetlands through private and public  
24 partnerships. Farming has been able to be a good  
25 complement to those wetlands, and the impact of any

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1 project needs to take that into consideration. we would  
2 have more confidence in this project if we actually had

3 a history of valuing the ability to feed ourselves in  
4 this state and valley. The high-speed rail has been a  
5 success in the European nations because there was two  
6 generations that knew what it was to starve, and as they  
7 built the transportation corridors, they have protected  
8 and preserved that ability to continue to feed  
9 themselves, leaving major development off of the land  
10 that produces the food that feeds them. We need to have  
11 that same ability here.

12 MS. HENDRICKS: I'd like to see some examples  
13 of mixed-use housing which includes childcare that is  
14 located close to transportation hubs such as Fruitvale,  
15 in Oakland. It's important to include childcare as  
16 close as we can to transportation hubs so that working  
17 parents can utilize all transportation options.

18 MR. DELGADILLO: I'd like to volunteer to work  
19 on a committee of the high-speed rail. I am retired  
20 from Union Pacific Railroad. My address is 1292 Wildcat  
21 Drive, Merced, California, 95348. And my telephone  
22 number is 209 725-1165.

23 MS. FORREST: The EIS says that regarding  
24 growth in the Los Banos area the Authority took  
25 affirmative action to eliminate a train stop in

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1 Los Banos or in western Merced County because of  
2 potential impacts including to natural resources, and it  
3 has reiterated that there will be no high-speed train  
4 station between Gilroy and Merced.

5 However, my question is, in the decade ahead,

6 how can this be assured that there will never be a  
7 station. This gives little assurance. For this to be  
8 more than an empty promise, what is needed is some sort  
9 of legal encumbrance.

10 Then my second point is that the Authority is  
11 committing to buy at least 10,000 acres of conservation  
12 easements to mitigate for high-speed train. And my  
13 question is that in my experience where the U.S. Fish  
14 and wildlife Service is the largest operator of  
15 conservation easements in Merced County, and we have  
16 already run into a lot of resistance of selling  
17 easements because people are speculating that land  
18 values will skyrocket and they are holding off from  
19 making a lot more money by selling the land rather than  
20 conservation easements, so unless the High-Speed Rail  
21 Authority has the authority to condemn for easements, I  
22 think that will fail, that plan will fail. They will  
23 never acquire conservation easements that are a valued  
24 service for mitigation purpose.

25 And also I submitted comments for the EIS in

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1 2007, and I'm not finding them on their website, and I'm  
2 wondering if all comments, whether they're supportive or  
3 not, are available to the public.

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1 STATE OF CALIFORNIA, )  
2 COUNTY OF MERCED ) SS.  
3 I, Christine M. Cradit, do hereby certify:  
4 That I am a licensed, Certified Shorthand  
5 Reporter, duly qualified and certified as such by the  
6 State of California;  
7 That the said foregoing was by me recorded  
8 stenographically at the time and place first therein  
9 mentioned; and the foregoing pages constitute a full,  
10 true, complete and correct record made;  
11 That I am a disinterested person, not being in

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12 any way interested in the outcome of said action, nor  
13 connected with, nor related to any of the parties in  
14 said action, or to their respective counsel, in any  
15 manner whatsoever.

16 Dated this 25th day of March, 2009.

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C.M. CRADIT, CSR No. 3805

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CALIFORNIA HIGH-SPEED TRAIN PROJECT  
PUBLIC SCOPING MEETING

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Madera County Fairgrounds  
1850 W. Cleveland Avenue  
Madera, California

Thursday, March 19, 2009

PUBLIC COMMENTARY

Reported by: Christine M. Credit, CSR No. 3805

ASSOCIATED REPORTERS  
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1 MR. LAWSON: Ronald Lawson from Chowchilla.  
2 I'm also a member of the planning commission in  
3 Chowchilla.  
4 My main concern with this project is that there  
Page 2

5 is no network of transportation throughout the state.  
6 You put people on the train, move them from major city  
7 to major city, and when they get there, they've got no  
8 place to go. They either have to rent a car, take a cab  
9 or try to figure out if there's a bus station.

10 Throughout the entire state, there is no  
11 credible transportation system to move masses of people.  
12 With the train coming through the valley, it will stop  
13 like in Fresno, Merced, and go to Gilroy. Bypasses all  
14 the little towns. There's no stops.

15 Amtrak runs on the Santa Fe track, which misses  
16 all of the small communities of the valley. It goes  
17 through Fresno, the outskirts of Madera, Merced,  
18 Stockton, Modesto, but it doesn't go through the rest of  
19 the small communities where people need the  
20 transportation.

21 Amtrak should be changed over and placed on the  
22 Southern Pacific track, used as the local train  
23 connection in the network so that people in the smaller  
24 communities can go into the hub, which would be in  
25 Merced or Fresno for this part of the valley, and take

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1 the bullet train to their destination. Once they get to  
2 their destination, there has to be a ground  
3 transportation network that would move them from the  
4 point of the terminal to their destination.

5 The hospitals, the shopping in Fresno are like  
6 10 miles the other side of town from the trains. There  
7 is no credible transportation network to move people to

8 St. Agnes Hospital where all the medical facilities are.  
9 A number of people from the valley go to St. Agnes for  
10 medical care, but once they get to Fresno, there's no  
11 way to get there. Now, many of us go to the VA. VA is  
12 on the other side of town, same problem. You can't get  
13 from the train station where it would be along 99 over  
14 there without renting a cab or going and renting a car.  
15 Defeats the entire purpose of mass transportation.

16 The ideal model is like the ones that are used  
17 in Europe. You have the express trains like the Foreign  
18 Express leaves out of Paris, goes through all the major  
19 capitals, and you can take it from country to country.  
20 Once you get to where you're going, then you get on the  
21 local train and take it to the city you want. Once you  
22 get to the city, you look on the wall, has a big map  
23 that has all the bus and street cars. You can figure  
24 out how to get where you're going. You can move masses  
25 of people assuredly and economically if you have a

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1 complete network. Failure to have the network, the only  
2 benefit to the bullet train will be the people who leave  
3 L.A. going to Frisco. That's my main concern.

4 MR. WATTENBARGER: First of all, I am a  
5 supporter. I've voted for the proposition. And I have  
6 some experience riding high-speed trains in Europe and  
7 China, and I think for short distances, 300-plus or  
8 minus miles, it's a whole lot better than flying or the  
9 Greyhound. Maybe I shouldn't use trade names. It's  
10 very comfortable, lots of leg room as opposed to

11 airlines.

12           The experience I had was first class in Europe  
13 where all we had to do was check the number of the  
14 coach, of the car, and then get that number and then our  
15 seat number, and we were seated. We didn't have to  
16 worry about trying to find a seat. Sometimes on Amtrak,  
17 it's kind of a hunting situation trying to find a seat,  
18 and when you're with a group, trying to find three or  
19 four seats together is pretty difficult sometimes.  
20 First class, travel as a group, you stay as a group,  
21 which makes it much more fun.

22           MR. GOULD: I'm thinking a little bit of  
23 reversal of what I hear being talked about.

24           They're talking about putting the stop stations  
25 in the cities or just outside the cities. Well, all

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1 you're going to have is have one big quarrel over who  
2 gets one station. My idea is keep it all decentralized,  
3 put the stops out away from the cities, let the people  
4 come to the stop. Just a little bit backwards way the  
5 thinking is going, but you think about it a while, you  
6 begin to see it a little different. That's about it.

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1 STATE OF CALIFORNIA, )  
2 COUNTY OF MERCED ) ss.

3 I, Christine M. Cradit, do hereby certify:  
4 That I am a licensed, Certified Shorthand  
5 Reporter, duly qualified and certified as such by the  
6 State of California;

7 That the said foregoing was by me recorded  
8 stenographically at the time and place first therein  
9 mentioned; and the foregoing pages constitute a full,  
10 true, complete and correct record made;

11 That I am a disinterested person, not being in  
12 any way interested in the outcome of said action, nor  
13 connected with, nor related to any of the parties in  
14 said action, or to their respective counsel, in any  
15 manner whatsoever.

16 Dated this 25th day of March, 2009.  
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C.M. CRADIT, CSR No. 3805

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCOPING MEETING  
SAN JOSE TO MERCED  
HIGH-SPEED TRAIN  
EIR/EIS

ROOSEVELT COMMUNITY CENTER, COMMUNITY ROOM B  
901 E SANTA CLARA STREET  
SAN JOSE, CALIFORNIA

WEDNESDAY, MARCH 25, 2009

REPORTED BY: DEBORAH FUQUA, CSR #12948

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PUBLIC COMMENTS

GARY HARRIS: My name is Gary, G-A-R-Y, L., middle initial "L," Harris, H-A-R-R-I-S. Address? 1160 Cherry Avenue, San Jose, California 95125.

I was very surprised prior to the election that I never saw a fence in all the advertisements. And this fence is going to be eight to ten feet high. That's going to cut California over the portion it runs in half, in my opinion. And I'm very much into wildlife and natural things. And it's going to be, I think, hard for animals to get from one side of this eight- to ten-foot fence to the other side.

I'm very much opposed to the Pacheco Pass route. Seems to me that you would go through the more populated areas to pick up passengers. I know it's not a commuter train, but still, picking up passengers at designated spots and then going to get to the Bay Area is more important, I think, than coming to San Jose first then into San Francisco.

I was on the Altamont about a week ago at 6:00 o'clock in the morning, and the stream of lights coming over the Altamont Pass into the Bay Area is tremendous. That's where the people are. why would we want to go

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through Pacheco Pass?

Those are my two main concerns. And you're

3 going through grasslands area in Los Banos; a ten-foot  
4 fence is -- has to kill a lot of birds. They fly very  
5 low in the fog. And we've got this huge train and this  
6 huge fence going through that. And that's going to  
7 disturb this whole area which a lot of us have worked  
8 very hard to maintain and protect. It wouldn't be  
9 there if it weren't for a lot of us.

10 I'm very much against this. And it doesn't  
11 benefit all the people in California. It benefits, I  
12 think, a very few. There was nothing on this last  
13 election to do with water, and now we're into a water  
14 problem. And the schools are terrible. And we're  
15 spending money for a high-speed train? In my opinion,  
16 it's ridiculous.

17 One other thing, too, I'm surprised that the  
18 Sierra Club and some of the bigger environmental people  
19 haven't really filed suit for this EIR and going  
20 through Pacheco Pass and Coe Park too. It's going to  
21 go through Coe Park, too, so -- thank you.

22 I just want to add that, besides a ten-foot  
23 fence that's going to cut California in half, you're  
24 going to have a 20-foot power line. And when you go  
25 through the grasslands ecological area in the

4

1 wintertime, we have a lot of ducks and a lot of geese.  
2 And a lot of those birds are going to fly into that  
3 wire. The fence -- they won't fly into the fence. But  
4 they sure as hell will fly into the wire. And I wonder

5 if that's been studied. I don't know.

6 VIRGINIA HOLTZ: Virginia Holtz, V-I-R-G-I-N-I-A,  
7 then, H-O-L-T-Z.

8 Helpful information in the scoping document  
9 for the EIR would be, in looking at the alternatives to  
10 define how many -- mitigation necessary for the  
11 different projects and how much land would be needed.

12 So there's going to be three or however many  
13 alternatives, and they're going to need to mitigate.  
14 So the question is or the comment is I think it would  
15 be helpful to know how many acres are anticipated under  
16 each alternative and, of course, what it would be  
17 mitigated for. Is it a wetlands, or is it a habitat,  
18 animal habitat?

19 They naturally have to do it for the  
20 endangered species, but I think that captures the  
21 questions -- the comment that I'd like to make is to  
22 make sure it's really clear. I think that would be  
23 helpful for the public and the decision makers.

24 KEN EKLUND: Ken Eklund. First name is K-E-N.  
25 Last name is E-K-L-U-N-D.

5

1 I find it very strange, thinking about this  
2 project -- I imagine that it were already built and I'm  
3 getting on a train in San Francisco, a high-speed rail  
4 train to go to L.A. I proceed along essentially the  
5 CalTrain tracks to San Jose. And then I proceed from

6 San Jose to the Gilroy Station. And at the Gilroy  
7 Station -- it's about an hour in on my journey -- I  
8 might want to get out and stretch my legs. And so I  
9 stroll around the platform for a while while the train  
10 is loading, and then I get back into the train.

11 And the part that I find strange is, I can  
12 imagine that entire journey done a different way where  
13 there is no high-speed train in San Francisco, where I  
14 just get on a CalTrain, proceed along the same line to  
15 the same destination, walk across the very same  
16 platform, but this time, instead of going back into my  
17 high-speed train, I now board the high-speed train for  
18 the first time.

19 So I find it extremely odd that in the first  
20 scenario, where I was pretending that this project had  
21 already been built, that I'd been on a high-speed train  
22 for about an hour which has not gone at a high speed,  
23 which has just gone at a normal speed. So why has  
24 there been an entire high-speed track built all the way  
25 from Gilroy to San Francisco which does not operate at

6

1 high speed, which follows the same corridor as an  
2 existing train?

3 So it seems to me that the alternative that  
4 should be studied is some sort of cooperative  
5 arrangement between the high-speed rail and the  
6 existing CalTrain system, which already has tracks  
7 running from Gilroy to San Francisco. It seems like

8 for much less money and much more of an improvement of  
9 the overall system, we could build up the existing  
10 CalTrain system so that there were express trains so  
11 that the people could achieve the speeds they want in  
12 terms of getting from San Francisco or Mountain View or  
13 any of the other alternatives to LA, you know, in a  
14 timely fashion but which do not essentially cause for  
15 an entirely different rail system to enter the existing  
16 corridor, try to make demands and use up track space  
17 which has been kind of set aside for the existing rail  
18 corridor -- and which really offer no improvement in  
19 service to the existing rail system we've got.

20           It seems like we should be very much studying  
21 a sort of cooperative arrangement which would improve  
22 CalTrain in a way that it would be a very good service,  
23 a very good feed system for the high-speed rail rather  
24 than essentially running a different -- adding yet  
25 another authority to an already overburdened joint

7

1 powers authority rail line and to kind of stop this  
2 sort of competing for rail space.

3           And such a system would have the benefit of  
4 actually improving lives for the people in the corridor  
5 rather than -- rather than being deleterious to them.  
6 Right now what we're talking about are adding more  
7 trains, more lines, and not doing any improvements  
8 whatsoever to the existing trains. So for people who

9 live close to the rail lines right now, they breathe  
10 diesel smoke, they hear diesel engine noise. And none  
11 of that is going to be decreased by the high-speed  
12 rail.

13           Instead, they are just going to add their  
14 trains competing for space and running through and  
15 adding their dust and pollutants and their noise to an  
16 already overburdened corridor. So some sort of  
17 cooperative arrangement -- I don't see any mention of  
18 that as being something that's studied, but it's  
19 something that very obviously should be.

20           One more thing. So also, just very concerned  
21 about -- because of the requirements of the high-speed  
22 rail line in terms of building up the embankment that  
23 the trains -- all the trains are going to run on,  
24 they're actually going to be further elevating existing  
25 trains which will just broadcast their pollutants and

8

1 noise and visual impact farther into the existing  
2 neighborhoods.

3           So by the addition of the high-speed rail,  
4 it's actually increasing the existing impact of the  
5 rail system rather than decreasing it. The  
6 neighborhoods are very much looking for solutions where  
7 our lives actually get better, not where there is some  
8 sort of incremental degradation to our lives to add on  
9 to the incremental degradation to our lives that has  
10 been happening via the rail system for the past 20, 40

11 or 60 years.

12           WARD LEWIS CRARY: Ward Lewis Crary, W-A-R-D,  
13 L-E-W-I-S for my middle name, and my last name is  
14 C-R-A-R-Y.

15           Now, I think the high-speed rail would really  
16 aid and abet powerful growth, I mean, real well-planned  
17 growth, I think, as far as being able to plan the  
18 increased amount of population along those  
19 transportation corridors where the high-speed rail will  
20 go and take a lot of traffic off the freeways.

21           It's, I believe, a very intelligent way of  
22 planning transportation, the high-speed rail is, so  
23 that it can really be able to handle the population  
24 growth up through 2050 and beyond, I would say.

25           And also I was wondering, I had a question.

9

1 Did they have a stop in Palo Alto by chance or just  
2 Redwood City or -- because in Palo Alto, that's where  
3 Stanford University is and all that. So I just thought  
4 it might be a good idea if they had a planned stop. I  
5 think there was talk about it, I guess, in other  
6 circles.

7           There's been talk about a station at Redwood  
8 City, which is very good, and Millbrae, near the San  
9 Francisco airport and also -- let's see. I was  
10 thinking -- well, I think they're looking -- looks like  
11 in the future, when there's money available, they might

12 be able to go along the Altamont commuter express line  
13 possibly. That would be very good as far as a direct  
14 line to Sacramento. I understand they have to build  
15 the line first from San Jose to Los Angeles, which is  
16 good -- a good idea. And then of course it will go  
17 from Los Angeles to Sacramento, Central Valley, which  
18 is really good.

19           And I guess it looks like they have their --  
20 needless to say, they have their own right of way, the  
21 high-speed rail does, so along the tracks it wouldn't  
22 be derailed or something probably, so there would be no  
23 chance of derailment; they'd be separate from the other  
24 train lines, you know, the freight trains going and so  
25 forth.

10

1           So, but anyway, high-speed rail, just imagine  
2 from Gilroy to Downtown 15 minutes or so, that would be  
3 terrific, especially if they build a mall park here.

4           Anyway, the stations that are built along the  
5 high-speed rail line, especially the ones in the big  
6 cities -- in all the cities -- that would encourage the  
7 maximum amount of growth which would be necessary to  
8 handle all the increased jobs and people wanting to  
9 travel more often from one major city to another and  
10 that. So that would be perfect to have an alternative,  
11 a real powerful alternative, the high-speed rail.  
12 And getting to the airport or getting anywhere to any  
13 important destination, any city along the line which

14 has the station.

15 Thank you.

16 PIERLUIGI OLIVERIO: Pierluigi Oliverio.

17 P-I-E-R-L-U-I-G-I, second name, O-L-I-V-E-R-I-O.

18 So my comments would be that the curve that  
19 comes through this part of San Jose, it's such a curve  
20 that it really will slow down how fast the train can  
21 go. And I'm concerned about it having it be able to  
22 keep up with what the goal was as far as time from San  
23 Francisco to San Jose. So therefore, I would suggest  
24 tunnelling a portion of that so they could make up the  
25 time because, if they stay at the current at grade or

11

1 above grade, they're going to have to have this turn  
2 that I think will take away from speed. So I think  
3 tunnelling should be examined so they could meet their  
4 speed criteria.

5 And also I would look forward to being on any  
6 future mailings, emails. I think I already am. But I  
7 would also be concerned about, once they get their  
8 engineering done, what is the true decibel for the  
9 train. And what would help also is, could they  
10 translate what the decibels are for different things  
11 regarding the train into common things that people  
12 understand, like a blender, a barking dog, things like  
13 that?

14 GARY JANSEN: Gary Jansen, J-A-N-S-E-N.

15 vibration. Given enough vibration, heavy  
16 objects can sink and subside deeper into the ground.

17 The North Willow Glen-Gardner area,  
18 G-A-R-D-N-E-R -- talking about that track segment  
19 that's by Bird Avenue, Virginia Street, Delmas Avenue,  
20 D-E-L-M-A-S, and Prevost Street, that neighborhood --  
21 that area has some of the least stable and poorest  
22 soils in all of San Jose with regard to its ability to  
23 support structures. So this area has a very high  
24 number of failed building foundations and a high level  
25 of incidence of need for major foundation repair and

12

1 replacement. It literally has the highest rate of  
2 foundation failure in all of San Jose.

3 In the middle of winter, with very wet or  
4 saturated soil conditions, increased levels of  
5 vibrations could possibly cause increased subsidence of  
6 the structures in the vicinity, causing potentially  
7 severe damage to the degree that major structural  
8 repairs, not just cosmetic ones, could be required.

9 So the project must analyze and mitigate this  
10 potentially severe level of damage that increased  
11 vibration in this vicinity could cause. It is  
12 especially possible that damage could be more severe  
13 under wet winter conditions or very wet winter or  
14 saturated soil conditions.

15 Different issue, here. Analyze the negative  
16 effect on human life, that is, the effect upon a

17 typical family of four residing very close to the  
18 track, ranging from constant irritating noise levels  
19 all day and at night, the risk of fear of derailment  
20 and damage or life-threatening potential from  
21 derailment, the psychological effect of fear upon  
22 children growing up with these dangers and irritating  
23 nuisances building up year after year in the mind of a  
24 typical child growing up and residing in the vicinity  
25 of these tracks. Analyze the cumulative effect of this

13

1 train's existence. And it should be quantified.

2 A different issue, the cost in increased taxes  
3 having to be paid by a typical family of four and/or  
4 even any given individual, this is a negative  
5 psychological effect upon the life of anyone required  
6 to pay for this train. It's not free, you know. Or  
7 clearly demonstrate and guarantee that its creation  
8 will fully pay for itself within a 30-year span. Okay?  
9 That's a different issue there.

10 Different issue here now. The Altamont  
11 Pass-Interstate 580 route must be seriously considered  
12 because of its less expensive cost, reduced negative  
13 effect on the environment, and most importantly of all,  
14 it's reduced negative impact upon existing residential  
15 neighborhoods and it's reduced negative effect on the  
16 environment.

17 Also, the Altamont-Interstate 580 route is a

18 more logical location which would benefit a much  
19 greater number of urban riders or customers. In  
20 addition, the speed from San Francisco to Los Angeles  
21 would be increased with this choice of route. That's a  
22 more positive impact that needs to be considered and  
23 actually done. I think that's it for now.

24           One more. Analyze the alternative choice of  
25 using Interstate 280, and/or Highway 87, which are

14

1 immediately south of the Diridon Station. This would  
2 eliminate many negative impacts upon the Gardner  
3 neighborhood, G-A-R-D-N-E-R.

4           In addition, these are already State of  
5 California public rights of way. And given creative  
6 design, the tracks could fit in those rights of way and  
7 avoid most of the neighborhood impacts that would be  
8 felt by the train using the existing right of way -- I  
9 mean, in other words, the CalTrain one they're  
10 choosing.

11           FRANCES SCHWAB: My name is Frances Schwab,  
12 S-C-H-W-A-B, no relation unfortunately.

13           And I traveled on a bullet train in Tokyo when  
14 I was a college student. It was one of the first ones  
15 in the world. And it was very comfortable and seemed  
16 quiet, though we were inside it. It was really fast,  
17 and it was exciting.

18           And when we were in Europe about ten years  
19 ago, we were on one of the fast trains there from

20 Brussels to Paris. And it just seemed like a regular  
21 train that went fast. Didn't seem to -- I don't  
22 remember lots of noise or anything. Of course, we were  
23 in it. It just seems like such a much more efficient  
24 and forward-thinking way to travel compared to all  
25 these little cars with all the pollution and stuff.

15

1 Just seems like it's important for us to make it happen  
2 and work it out.

3           And I'm excited to be living in California  
4 where we approved some start-up funds last November, I  
5 recall, to get started on it, way before all the fiscal  
6 significant things and everything happened as well. So  
7 I think it's really exciting. And there's probably  
8 going to be some people who maybe have a little more  
9 noise, but maybe we can just do extra soundproofing of  
10 the homes or something like we do around the airports  
11 to help that to work. I just think it's time, and the  
12 larger interest has to be reflected.

13           Thank you.

14           FRANK SANDOVAL: Frank Sandoval, F-R-A-N-K,  
15 S-A-N-D-O-V-A-L.

16           I want to mention that we need -- we need  
17 information in Spanish. We don't have information at  
18 all in Spanish. So you know, that's what we need. So  
19 that's it.

20           The Spanish-speaking, we feel like we are put

21 into the sides. The train, where it pass by, it's a  
22 lot of Spanish people. They don't speak English.

23 DIANE SOLOMON: D-I-A-N-E, and my last name is  
24 S-O-L-O-M-O-N, all O's.

25 I live in San Jose. And I want -- I'm

16

1 interested in the -- from Rod Diridon through to Gilroy  
2 part. And I want to make sure they don't destroy any  
3 of the homes on Fuller Avenue near the Diridon Station.  
4 And I want to be sure that they don't close Virginia  
5 Street. We need that open. And I want to be sure that  
6 they -- there's nothing big blocking our neighborhood  
7 up and that it's -- we have a nice kind of feel to our  
8 neighborhood. These are some of the nicest houses in  
9 our neighborhood, and I hope they keep that same kind  
10 of feeling to it. And I think that's pretty much it.

11 Oh, and that it's not noisy, not too noisy. I  
12 think that's probably pretty much it, simple as that.

13 So there are a lot of plans for that -- for  
14 the Downtown area where Rod Diridon Station is.  
15 There's plans for a baseball station [sic]. There's  
16 sort of like a parks and recs plan, and there's also a  
17 Downtown building plan and new housing initiatives.  
18 And I'm hoping that the California High-Speed Rail  
19 Authority will coordinate to make sure that this train  
20 fits in with all these other plans, that it's kind of a  
21 coordinated effort because I don't know if anybody's  
22 really thought about it all, how it's all going to fall

23 out. Thanks.

24 Diane Solomon again. I was concerned about  
25 that -- when they integrate the high-speed train into

17

1 all of San Jose's plans because in the -- because there  
2 are five different plans already for the Downtown area.  
3 There's the Baseball Stadium EIR; there's the Midtown  
4 Plan; there's the Downtown Revitalization Plan; there  
5 is the Diridon Area Plan; and there's the General Plan.  
6 So somehow the train has to fit with those plans. And  
7 I hope they coordinate everything. Just seems too  
8 busy.

9 (Meeting concluded at 7:00 p.m.)

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1 STATE OF CALIFORNIA        )  
2 COUNTY OF MARIN            )    ss.

3            I, DEBORAH FUQUA, a Certified Shorthand  
4 Reporter of the State of California, duly authorized to  
5 administer oaths pursuant to Section 8211 of the  
6 California Code of Civil Procedure, do hereby certify  
7 that the foregoing proceedings were reported by me, a  
8 disinterested person, and thereafter transcribed under  
9 my direction into typewriting and is a true and correct  
10 transcription of said proceedings.

11            I further certify that I am not of counsel or  
12 attorney for either or any of the parties in the  
13 foregoing proceeding and caption named, nor in any way  
14 interested in the outcome of the cause named in said  
15 caption.

16            Dated the 1st day of April, 2009.

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DEBORAH FUQUA  
CSR NO. 12948



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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

SCOPING MEETING  
SAN JOSE TO MERCED  
HIGH-SPEED TRAIN  
EIR/EIS

HILTON GARDEN INN  
6070 MONTEREY ROAD  
GILROY, CALIFORNIA

THURSDAY, MARCH 26, 2009

REPORTED BY: DEBORAH FUQUA, CSR #12948

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3

PUBLIC COMMENTS

4

DON LOQUIAO: Don Loquiao, L-O-Q-U-I-A-O. My

5

address is 19040 Pacheco Pass, Gilroy, 95020. My

6

mailing address is 19049 Pacheco Pass Highway,

7

Hollister, California, 95023.

8

We're a resident in the Pacheco Pass area.

9

We're just west of Dinosaur Point, south of 152. And

10

we have 160-acre ranch in the impacted area, according

11

to the preliminary routes.

12

Our main concerns are, number one, impact of

13

the project on the residents of the area. The

14

environmental impact -- the area is very sensitive.

15

There are some endangered species, like the red-legged

16

frog, kit fox.

17

There is also another area close by, Pacheco

18

State Park, which is the state park, very valuable to

19

that ecosystem. The area is a very diverse area, and

20

it really warrants a lot of environmental precautions

21

because of the diversity up there. And you have to

22

consider not only what's happening right now in terms

23

of the seasons but what may happen, like, in the

24

summertime because everybody adapts up there. It's

25

very wet in the winter, very dry in the summer. When

3

1

you make your plans, make sure you look at that fully.

2

Another concern is the impact on traffic. We

3 use 152 as a thoroughfare back and forth on a daily  
4 basis. So we would want to make sure that our -- that  
5 the 152 traffic is managed well.

6 Then we're also concerned about the potential  
7 noise during construction and also noise after the --  
8 you know, during the actual project itself when it's  
9 operating, the trains themselves.

10 We are also very concerned about the water  
11 tables and the potential effect of tunnelling on the  
12 water tables. So we would hope that they will always  
13 include very detailed hydrological studies and  
14 geological studies to make sure we're not impacting the  
15 wells in that area. The wells are -- water is very  
16 scarce in that area. Wells are very deep, and they can  
17 be potentially affected by the project.

18 That's all the comments I have right now. And  
19 I'm happy to participate in the scoping study.

20 ROBERTA HUGHAN: Roberta Hughan, H-U-G-H-A-N.

21 I support it.

22 TIM FILICE: Tim Filice, F-I-L-I-C-E.

23 My comment is that I highly support this  
24 project and in fact, you know, I was explaining  
25 to this gentleman here that we're interested in

1 economic development here in town on a  
2 chamber-of-commerce-sort-of level, and we're trying to  
3 find ways that we can benefit the local community with  
4 a new-jobs base as a result of that, trying to figure

5 out what that might be.

6 He tells me that's not something they  
7 typically study in the EIR. I wish it were something  
8 that they could take a look at, at the categories of  
9 business that are attracted to communities that have a  
10 high-speed rail station.

11 CONRAD LATHER: Conrad Lather, C-O-N-R-A-D,  
12 L-A-T-H-E-R.

13 My main concern is the noise factor. I think  
14 that's -- probably most people have mentioned it -- and  
15 how to deal with it in the city -- Gilroy, of course,  
16 since that's where we're at. But I'm sure we have the  
17 same issue all through the areas.

18 And all those tunnels, I'm not sure where  
19 they're going to put all that debris they take out of  
20 the tunnels.

21 I noticed they did some overhead stuff in the  
22 environmentally sensitive areas, the wetlands and such.  
23 Are they -- what about the wildlife, you know, out in  
24 the open near Coe Park, for example? Wildlife may be  
25 passing along the area, cougars, whatever, deer --

5

1 because they need some way to get from north to south  
2 for food, to forage. I know in some areas that they  
3 use a tunnel, a tunnel underneath the rails or whatever  
4 so the wildlife can go through. So maybe think about  
5 that.

6 Those are the main concerns. Thank you.

7 CLORETE ALMEIDA: Clorete Almeida, C-L-O-R-E-T-E;  
8 Almeida is A-L-M-E-I-D-A.

9 I would like to comment that the train which  
10 goes through the Downtown Gilroy area, that it goes on  
11 the east side of the existing train tracks, that it  
12 stays away from the buildings that are downtown.

13 Thank you.

14 JOSEPH STERN: Joseph Stern, S-T-E-R-N.

15 I live in Gilroy, been a resident for some  
16 time. My biggest concern is the cost of the program in  
17 relationship to the ridership. And it needs to be very  
18 direct and very, very fast to get from the Bay Area to  
19 L.A. and San Diego and places like that, or people will  
20 return to their cars. And we need to have support  
21 systems, excellent support systems in place in the  
22 places where it stops at so people can get there and  
23 get to their final destination very quickly.

24 Thank you.

25 (Meeting concluded at 7:00 p.m.)

1 STATE OF CALIFORNIA )  
2 COUNTY OF MARIN ) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand  
4 Reporter of the State of California, duly authorized to  
5 administer oaths pursuant to section 8211 of the  
6 California Code of Civil Procedure, do hereby certify

7 that the foregoing proceedings were reported by me, a  
8 disinterested person, and thereafter transcribed under  
9 my direction into typewriting and is a true and correct  
10 transcription of said proceedings.

11 I further certify that I am not of counsel or  
12 attorney for either or any of the parties in the  
13 foregoing proceeding and caption named, nor in any way  
14 interested in the outcome of the cause named in said  
15 caption.

16 Dated the 1st day of April, 2009.

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DEBORAH FUQUA

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CSR NO. 12948

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY

INFORMATIONAL MEETING  
FOR GREATER GARDNER COMMUNITY

GARDNER COMMUNITY CENTER

520 W VIRGINIA STREET  
SAN JOSE, CALIFORNIA

WEDNESDAY, APRIL 29, 2009

REPORTED BY: DEBORAH FUQUA, CSR #12948

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APPEARANCES:

DAVID MANSEN, Parsons Corporation  
DAVID WEMMER, Parsons Corporation  
GARY KENNERLY, Parsons Corporation  
JUAN DURAN, Parsons Corporation  
  
JULIE ORTIZ, CirclePoint

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1 Wednesday, April 29, 2009 6:23 o'clock p.m.

2 ---o0o---

3 P R O C E E D I N G S

4 JULIE ORTIZ: Again, I just want to say if there's  
5 anyone here who would be more comfortable with the  
6 meeting being in Spanish, let us know. Right now,  
7 we're in English. Is that okay?

8 UNIDENTIFIED SPEAKER: We're fine with --

9 (Multiple people talking over one another)

10 JULIE ORTIZ: Okay. We will be ready to  
11 accommodate them as well as.

12 So a couple things: There are several ways  
13 you can make comments and provide input. If you've  
14 picked up a comment card in front, you can write your  
15 comments down and hand those to us tonight, or you can  
16 mail them in later. There's also the e-mail address if  
17 you want to e-mail comments in. And we have a court  
18 reporter, Debbie, sitting at the table back there, who  
19 will be taking down comments as we go. But also, if  
20 you want to individually comment to her after our group  
21 session, then you can feel free to do that.

22 Those are the key things. I mean, we're a  
23 small group, so I don't know how formal we need to be.  
24 But I would ask, if you could let Juan go through his  
25 presentation -- or Gary, he'll have some helpful

1 information. And then we want to open it up to hear  
2 your comments and questions.

3 And a couple things I have to say: Because  
4 we're very early in the process, we don't have all the  
5 answers. We certainly want to answer what we can, but  
6 that is part of the whole purpose of the environmental  
7 study. We'll be doing an in-depth analysis and more  
8 evaluation. So we probably aren't going to be able to  
9 answer everything you have in your mind, but we  
10 certainly want to hear it and make note of that.

11 And also again, we really want to hear from  
12 you more than we necessarily want to be up here talking  
13 to you. So with that, I'll turn it over to Gary.

14 (Presentation made by Gary Kennerly)

15 UNIDENTIFIED SPEAKER: Where is the Web site, by  
16 the way?

17 GARY KENNERLY: The address is at the end. It's  
18 there at the end.

19 UNIDENTIFIED SPEAKER: Can you define  
20 "right of way"?

21 GARY KENNERLY: "Right of way" is essentially  
22 property that we need to build the facility. It could  
23 either be ownership of the facility or it could be  
24 easements we could agree with the landowner. If we  
25 were going to do something like build a bridge, we

1 would need an aerial easement essentially saying that  
2 they can't build anything underneath, but they could  
3 still use it to, say, grow their crops or something.

4 But "right of way" really pertains to  
5 easements, property ownership. It can also get into  
6 agreements regarding utilities, how they cross the  
7 property. It can be anything sort of to do with the  
8 ownership of property that falls under the right of  
9 way.

10 UNIDENTIFIED SPEAKER: Do you have any English  
11 fact sheets?

12 JULIE ORTIZ: We don't have any of those tonight,  
13 but we can certainly get those to you.

14 And I wanted to ask -- sorry to make folks  
15 move around a little, but it would help keep the blood  
16 pumping and keeps you awake. We're going to do the  
17 presentation again in Spanish, so if you heard it  
18 already in English, if you would move over to this side  
19 with Gary and we have one of the engineers, they can  
20 answer questions and take comments.

21 (English-speaker comments with Consultants)

22 UNIDENTIFIED SPEAKER: So the question I have is I  
23 am a liaison at the school. And I want to know about  
24 safety and, you know, the issues around that. What  
25 have you found -- in terms of construction, during the

1 construction phase, what have been the results in other  
2 areas?

3 GARY KENNERLY: We haven't started construction  
4 anywhere yet.

5 UNIDENTIFIED SPEAKER: I know, but other rapid  
6 trains, other fast trains in other countries, what's  
7 been the situation with children and construction  
8 around that?

9 GARY KENNERLY: I can say here, as with any  
10 construction operation, it is closed to the public. I  
11 mean, we have to maintain public safety and security,  
12 essentially fences and everything else to prevent  
13 anybody coming in.

14 UNIDENTIFIED SPEAKER: Fences? Okay.

15 GARY KENNERLY: Anybody coming into the active  
16 construction area. This is just during construction.  
17 I don't believe that is particularly specific to  
18 high-speed train construction, just any large scale --

19 UNIDENTIFIED SPEAKER: So any large construction.  
20 So there will be fences, et cetera?

21 GARY KENNERLY: There will be fences, and we will  
22 have -- again, we haven't got that far. We're  
23 anticipating construction will be done as a  
24 design-build. And so essentially, the designer will  
25 then start building it. They will be given performance

1 requirements they have to meet and -- security and --  
2 UNIDENTIFIED SPEAKER: Sure, OSHA and everything  
3 else.

4 GARY KENNERLY: -- public safety. There will have  
5 to perform all the requirements. Like CalTrans  
6 standards, they have -- public safety would be the  
7 baseline.

8 DAVID WEMMER: Some of the things we can do is  
9 access to construction equipment, trucks and things  
10 that are coming in and out, we could have those --  
11 specific routes.

12 UNIDENTIFIED SPEAKER: That would be huge for us.

13 DAVID WEMMER: Keep them away from schools,  
14 community centers.

15 UNIDENTIFIED SPEAKER: That would be huge for us  
16 because we have traffic problems anyway, with the large  
17 streets dropping into Virginia here. And then we don't  
18 have a turnabout in terms of traffic or parking areas  
19 for teachers, so that traffic is a -- big trucks would  
20 be a huge issue for us.

21 DAVID WEMMER: That's one of the things we look  
22 at, construction impacts, temporary impacts, impacts on  
23 traffic, noise, those kinds of things.

24 UNIDENTIFIED SPEAKER: I have a concern about  
25 that, the impact on traffic, because this street is a

1 main corridor for this community, and we are basically  
2 surrounded with bridges and overpasses here in the  
3 community. And we had to have DOT, Department of  
4 Transportation for the City of San Jose fix Virginia  
5 Street right here in front of the center because it had  
6 some -- like four speed bumps. And one man's car axel  
7 got broken.

8           So my concern is that the impact of big trucks  
9 and construction coming through this area, how are we  
10 going to get you guys to fix it after you leave?  
11 Because the streets are going to break.

12           GARY KENNERLY: Generally what there is is most  
13 cities -- and I believe San Jose isn't different -- is  
14 a requirement -- generally you do a preconstruction  
15 survey. And then there's a requirement to maintain  
16 those streets during construction in an appropriate  
17 level and then, on completion of construction, to make  
18 sure those streets are still to equal or better  
19 condition.

20           UNIDENTIFIED SPEAKER: Keep to what kind of level,  
21 you said?

22           GARY KENNERLY: To make sure they're useable.

23           UNIDENTIFIED SPEAKER: Would there be weight  
24 restrictions?

25           GARY KENNERLY: Are you talking all roads? Are

1 you talking roads where construction equipment would  
2 come in on?

3 UNIDENTIFIED SPEAKER: Right.

4 GARY KENNERLY: We can't have weight restrictions  
5 on those roads that we have to get the construction  
6 equipment in. What we would have to do is we would  
7 have to make sure that, if any of those streets got  
8 damaged, that they would get repaired.

9 UNIDENTIFIED SPEAKER: Is there a deadline about  
10 repairing?

11 GARY KENNERLY: We haven't even scoped the  
12 project. We don't even know where it's actually going  
13 to go yet. We're nowhere near talking about the  
14 procurement for construction. We will work out the --  
15 it's going to have to be a reasonably high level of  
16 what construction impacts are going to be and ways to  
17 look at that.

18 Like you said, there's a potential for damage  
19 to local streets. One of the mitigation measures might  
20 potentially be when we do preconstruction surveys, the  
21 streets need to be maintained, you know, in a safe  
22 manner. Then on completion of construction, they are  
23 restored to equal condition. That's a mitigation  
24 measure. That is going to come out of the  
25 environmental process and be prevented.

1           But that's just overall because if we go to  
2 design-build, it's up to the contractor to determine  
3 how they're going to build it, what kinds of equipment  
4 are going to be used. So the real specifics are going  
5 to have to be answered when we get to that phase.

6           UNIDENTIFIED SPEAKER: The reason I ask is because  
7 if this train comes through here, through these tracks,  
8 my concern is the community, this area, we have two  
9 underground water tables under here, two creeks, Los  
10 Gatos and Guadalupe.

11           The other thing is that my father's home is  
12 right here off of Virginia Street. And from 1959 to  
13 2009, he three different times had to fix his  
14 foundation because this area shifts. The City of San  
15 Jose did a study on the roads, the infrastructure,  
16 because we had our streets redone. They did drilling  
17 down, and they said they had to go further than 20 feet  
18 to hit rock.

19           My concern is, you bring a high-rail through  
20 here, and is it going to buckle, like some of the areas  
21 around here? That's why I'm hoping that you have maybe  
22 other solutions or you're looking at other  
23 possibilities besides this main rail.

24           UNIDENTIFIED SPEAKER: You're going through a  
25 major residential area.

1 UNIDENTIFIED SPEAKER: It says they're going to do  
2 seismic and geological studies.

3 GARY KENNERLY: Excuse me. Yes, we have received  
4 several comments regarding this and different  
5 corridors. We're going --

6 UNIDENTIFIED SPEAKER: Have you ever looked into a  
7 corridor where there's less residential areas?

8 GARY KENNERLY: Diridon Station is pretty much a  
9 fixed point. We have to go to Diridon Station.

10 UNIDENTIFIED SPEAKER: You can't move it?

11 GARY KENNERLY: A little, but essentially, no.  
12 San Jose is going to be in San Jose. We have to come  
13 here.

14 UNIDENTIFIED SPEAKER: Okay. But who says we have  
15 to stop at Diridon? You could --

16 GARY KENNERLY: The programmatic agreement has  
17 said we will have a station at Diridon. So it will  
18 come to Diridon Station unless we have a no-build.

19 DAVID WEMMER: Diridon is a transportation hub.  
20 You have VTA, you have CalTrain, you have AmTrak, all  
21 busses and services -- it's major transportation hub --  
22 potentially BART.

23 GARY KENNERLY: Before we get to another question,  
24 one thing is, we will look at, through the alternative  
25 analysis process, all the range of options, routes, and

1 alignments that we can think of and the people suggest.  
2 We will most likely refine that down to a certain  
3 number that go through the alternative screening. And  
4 ultimately we'll come up with, I know, one, two, three  
5 alternatives that will get really fully analyzed. So  
6 that's one. So we will look at various options.

7           In some ways it's going to be difficult to get  
8 into Diridon without going through at least one  
9 neighborhood. It's a city. We have to go through  
10 neighborhoods or adjacent to neighborhoods to get into  
11 and out of the city.

12           The other component will be, though, as you  
13 pointed out, we will need to do a geological seismic  
14 investigation, and essentially we will need to mitigate  
15 any potential for vibration impact or ground  
16 settlement. That will need to be looked at and  
17 mitigated or avoided. But we need to do the studies.  
18 I don't know how we'll do that yet. That's what  
19 studies are for.

20           So two ways we'll address your concern. One  
21 will be route selection. The other will be how we  
22 actually build the facility.

23           UNIDENTIFIED SPEAKER: The other side of Willow  
24 Glen, there used to be some train tracks. Why can't  
25 that be used? That was taken out.

1 UNIDENTIFIED SPEAKER: There was another set of  
2 railroad tracks.

3 UNIDENTIFIED SPEAKER: What he's talking about is  
4 the abandoned railroad track area that used to be  
5 through central Willow Glen, that basically the rail  
6 was removed. And the rail was rerouted around the  
7 outside, and it is where it is now.

8 UNIDENTIFIED SPEAKER: There's no tracks.

9 DAVID WEMMER: Show me the aerial later.

10 UNIDENTIFIED SPEAKER: There's no tracks. It's  
11 just dirt.

12 UNIDENTIFIED SPEAKER: Right, and there aren't  
13 that many streets you got to go over.

14 UNIDENTIFIED SPEAKER: I've been here since 1964.  
15 Down on Virginia Street, we got shafted, this area  
16 again, when they put in 87. I have friends who got  
17 displaced. Now I see the same thing happening again to  
18 this neighborhood.

19 You mentioned that you're going to build two  
20 sets of tracks, right?

21 DAVID WEMMER: Two tracks, one corridor.

22 UNIDENTIFIED SPEAKER: There's already two sets of  
23 tracks already there. If you go that direction, it's  
24 considered Willow Glen, and this way is Gardner. It's  
25 majority Mexican and lower class people. I can project

1 that you guys are going to come this side.

2 UNIDENTIFIED SPEAKER: Lower income.

3 UNIDENTIFIED SPEAKER: Yes, lower. And I can see  
4 you guys coming in on this side and not the Willow Glen  
5 side.

6 GARY KENNERLY: Right now, the preferred alignment  
7 is following the CalTrain/UP corridor. So that is one  
8 thing we'll look at. Based on people's comments, we  
9 will look at other corridors.

10 Have we looked at them yet? No. We haven't  
11 done that. We haven't gotten to that phase. This is  
12 the time to raise those so they can be included in the  
13 analysis.

14 UNIDENTIFIED SPEAKER: So nothing is set on stone  
15 right now as to where you're going?

16 GARY KENNERLY: Apart from Diridon Station. And  
17 essentially if we go to Diridon Station -- there's  
18 always a no-build.

19 UNIDENTIFIED SPEAKER: What is that?

20 GARY KENNERLY: The project doesn't happen.

21 UNIDENTIFIED SPEAKER: Okay.

22 UNIDENTIFIED SPEAKER: I just want to make one  
23 quick comment on the initial ballot. I voted for it,  
24 but there was nothing that said in that ballot, "By the  
25 way, we're going to displace people, and we're going to

1 go through your neighborhoods." If you would have  
2 phrased it like that, I would have voted "no."

3 UNIDENTIFIED SPEAKER: That's why they wouldn't  
4 have put it that way in the ballot.

5 UNIDENTIFIED SPEAKER: You totally misled people  
6 by doing that.

7 UNIDENTIFIED SPEAKER: Gary, I was wondering, have  
8 you, on a formal or informal basis, started developing  
9 -- when you have these alternatives that are before  
10 you, you're going to have to weigh it somehow. How are  
11 you going to evaluate all your different alternatives?  
12 Do you have a set of criteria that you're working with  
13 now? Is there some kind of a form that most high-speed  
14 rail uses?

15 GARY KENNERLY: The analysis that is on the Web  
16 site now, that essentially lines out the criteria, like  
17 the fatal flaw screening. And then -- I don't  
18 remember, but there's like five different criteria.  
19 There's boxes that say, under, "Right Of Way," "We're  
20 going to look at this, this, and this," under  
21 "Construction Impacts," "These are the three criteria."  
22 I'll call it that -- you know, we try to do it as  
23 objectively as possible evaluating subjective criteria.  
24 But those are on the Web site.

25 DAVE MANSEN: Those criteria have existed for the

1 High-Speed Rail Authority for some time.

2 UNIDENTIFIED SPEAKER: But there is a hierarchy --

3 DAVE MANSEN: There's a general category and then  
4 subsets to that general category. That's part of the  
5 whole methodology. It's out there for you all to take  
6 a look at it.

7 UNIDENTIFIED SPEAKER: That's my problem. I have  
8 a poor computer.

9 GARY KENNERLY: If you have time, we'll let Julie  
10 know. Give me a card, and we can get a hardcopy to  
11 you.

12 UNIDENTIFIED SPEAKER: Specifically, when I was  
13 listening to your presentation, obviously the ability  
14 to get from San Francisco to L.A. is one of your  
15 controlling factors, right, your two-hour-and-40-minute  
16 time frame?

17 How high is that in that hierarchy?

18 GARY KENNERLY: If we don't achieve it, we get  
19 thrown in prison. It's a State requirement that we  
20 meet that. It is a very high priority because it's  
21 written into the bond measure.

22 UNIDENTIFIED SPEAKER: So alternatives that show  
23 ways of getting from, say, Gilroy to Diridon quicker  
24 would probably have -- pull more weight than other --

25 DAVE MANSEN: Along that criteria, absolutely.

1           GARY KENNERLY: For that criteria, yes. But  
2 there's also what impacts you would have -- I mean,  
3 ultimately, realistically, cost is a factor, although  
4 we try and minimize that. There's not that much money.

5           So I mean, the time for this one, that is -- I  
6 would say that's -- the time is sort of maybe the  
7 simplest way to evaluate how well we're going to  
8 achieve our design criteria.

9           DAVE MANSEN: It's not any more or less important  
10 than anything else until we go over two hours 40  
11 minutes. Then it's really important. We are going to  
12 look at it, and if we ever exceed the criteria, then  
13 we've got a problem. Because the State legislature  
14 directed us....

15           UNIDENTIFIED SPEAKER: My question has to do with  
16 your environmental impact. When you're doing soil  
17 studies -- are you doing soil studies for your rail  
18 line? And if so, how far out do those soil studies go?  
19 Because I'll be five houses away from your  
20 environmental impact study, if all you're doing is  
21 looking at your rail line. So what does that look  
22 like?

23           DAVE MANSEN: There's two parts to that answer.  
24 You're worried about subsidence, vibration.

25           UNIDENTIFIED SPEAKER: Ongoing. Once you put this

1 thing in, I want to know how much I'm being jiggled for  
2 the rest of my life.

3 DAVE MANSEN: We'll evaluate that from the  
4 standpoint of environmental impacts and evaluate the  
5 geology from the standpoint of constructability.

6 UNIDENTIFIED SPEAKER: I don't care about that.

7 DAVE MANSEN: I know. But we care about both. We  
8 don't want you to subside, and we don't want the  
9 vibration to be excessive. There are different ways to  
10 evaluate that.

11 UNIDENTIFIED SPEAKER: I live 12 houses away from  
12 the freeway.

13 GARY KENNERLY: And what we need to do is, based  
14 on the initial geologic assessment, that will inform  
15 potential zone of influence, and that will have to be a  
16 different study. You know, if you're on bedrock,  
17 subsidence isn't going to be an issue. If you're on  
18 100 feet of bay mud, five blocks, it could be. So  
19 there's going to have to be based on an initial  
20 assessment.

21 UNIDENTIFIED SPEAKER: How far out do you look?

22 GARY KENNERLY: It depends on the conditions.  
23 Each study will have its own focus.

24 (Spanish-speaker comments through  
25 Interpreter with Consultants)

1           LORENA REYES: Good afternoon. My name is Lorena  
2 Reyes. I would like to ask whether in the areas that  
3 you have protections, we're going to have like fences,  
4 protection for the children when they get close.

5           DAVE MANSEN: No cars, no people, no animals....

6           UNIDENTIFIED SPEAKER: So are you telling her that  
7 it has to be raised?

8           DAVE MANSEN: No, but it has to be protected from  
9 the public coming close to it.

10                   This train travels so fast that you don't want  
11 anything on the tracks.

12           UNIDENTIFIED SPEAKER: If they put those fences  
13 in, it's going to be what the law says? If what the  
14 law says about the protection, if the law indicates the  
15 minimum of protection --

16           THE INTERPRETER: He's thinking that are we only  
17 going to do the minimum for the protection?

18           DAVE MANSEN: There will be design standards for  
19 the 800-mile system.

20           THE INTERPRETER: Also he was mentioning about the  
21 noise walls. So he says, "If you live nearby and you  
22 only have a fence, the noise is going to be horrible.  
23 So are you going to have noise walls?"

24           DAVE MANSEN: Yes, FRA criteria.

25           UNIDENTIFIED SPEAKER: Are you going to go further

1 than the law requires?

2 DAVE MANSEN: On the design, we will have  
3 neighborhood input. But we'll apply the federal  
4 requirements across the entire project.

5 UNIDENTIFIED SPEAKER: Just in case the community  
6 requires higher walls, more protection, they will be  
7 built?

8 THE INTERPRETER: That's what the gentleman said.

9 DAVE MANSEN: Right.

10 UNIDENTIFIED SPEAKER: So can you explain what the  
11 federal protection noise -- the -- that you said that  
12 are required? What are the requirements of the  
13 federal --

14 JUAN DURAN: Well, it depends --

15 THE INTERPRETER: This lady would like to know as  
16 an example of the noise of the train. In reality, they  
17 still don't know what type of a train they're going to  
18 use, but they do studies of the noise in that area and  
19 they compare what the noise that is the result of the  
20 train going by in that area.

21 So they do analysis, and they have to  
22 determine how to mitigate the sound, the noise.

23 UNIDENTIFIED SPEAKER: You made this comment that  
24 these trains, that they are running trains -- they  
25 believe that the trains, that the running trains, they

1 go to such a speed that they are going use the same  
2 track or what?

3 THE INTERPRETER: But the gentleman says that they  
4 have to do studies first. They have to study the  
5 feasibility of tracks of different types.

6 DAVE MANSEN: The technology would be similar to  
7 Japanese, French, Spanish.

8 THE INTERPRETER: But he says, "What have they  
9 done over there for sound protection?"

10 UNIDENTIFIED SPEAKER: I understand what you told  
11 me. You say that the study says you take ratings of  
12 the noise we already have and compare it --

13 DAVE MANSEN: Compare it to -- right.

14 UNIDENTIFIED SPEAKER: To what? To what your  
15 train is going to make?

16 JUAN DURAN: To the noise that the train would  
17 produce.

18 UNIDENTIFIED SPEAKER: So do you already know?

19 JUAN DURAN: No. No, we don't. That's why --

20 DAVE MANSEN: It varies.

21 JUAN DURAN: You can live next to an airport, and  
22 you have a tremendous amount of noise there.

23 UNIDENTIFIED SPEAKER: We live next to a freeway.  
24 We do have a lot of noise. There's 280 and 87. Be  
25 here at 10:00 o'clock at night, 9:00 o'clock, 8:00.

1 The noise is here.

2 In fact, from my house, anything that they  
3 have in Downtown San Jose, any celebrations, I hear it.

4 DAVE MANSEN: The requirements -- the federal  
5 requirements vary by the current noise levels. So if  
6 you're already noisy, the amount of increase is less  
7 that you can do. That's how it works. It's kind of a  
8 complicated table, but if it's already noisy, you can  
9 do less. If it's not so noisy, you can do more.

10 And we model. We use a model to look at the  
11 speed and the train -- type of train equipment to see  
12 how much noise we'll make. If we exceed the criteria,  
13 then we have to mitigate. We have to put up walls.

14 UNIDENTIFIED SPEAKER: You're talking about the  
15 noise. What about vibrations from the train?

16 DAVE MANSEN: Same, same thing. We have criteria.  
17 We'll look at the geology. We'll measure how much the  
18 soil type carries vibration. And if it will exceed the  
19 criteria, then we use different techniques for the  
20 track construction to reduce the vibration.

21 UNIDENTIFIED SPEAKER: If something happens to the  
22 houses in the area, for instance, they start cracking  
23 up, the properties, are they responsible for that? Are  
24 they going to do something about that?

25 DAVE MANSEN: You need to tell us if there are

1 problems that you think are associated. We're going to  
2 design -- it so that those problems won't occur.

3 UNIDENTIFIED SPEAKER: We have very loose ground  
4 here in this area.

5 DAVE MANSEN: Right, right. We will have -- we  
6 will have extensive soils data. I've heard about your  
7 street subsiding. I've heard about the various  
8 problems you've already had. So we know.

9 UNIDENTIFIED SPEAKER: If you have that  
10 information, have you thought about changing the  
11 project to another area?

12 DAVE MANSEN: We will look at alternatives, and we  
13 will look at if there are ways for us to resolve the  
14 issues here in this area also, both.

15 UNIDENTIFIED SPEAKER: What are you going to have  
16 for protecting the children and other things like  
17 animals and cars?

18 DAVE MANSEN: The entire 800 miles will be fenced.

19 UNIDENTIFIED SPEAKER: What if the children climb  
20 the fence?

21 DAVE MANSEN: We're going to make fences that are  
22 not....

23 And 200 miles an hour -- it wouldn't go that  
24 fast here in this neighborhood. We'd slow down in the  
25 urban areas. In areas we'll have some surveillance to

1 see if there are trespassers or sensors to prevent  
2 anyone from getting on the track.

3 UNIDENTIFIED SPEAKER: I have a question. The  
4 idea of the train is so that people travel by train  
5 more and reduce the smog from the cars?

6 DAVE MANSEN: Both airplane and -- well, airplane  
7 travel, road travel is increasing right now. 40-, 50  
8 million Californians are coming. So there's going to  
9 be increased demand. Some of that demand we will  
10 absorb in the high-speed train.

11 UNIDENTIFIED SPEAKER: The train is not going to  
12 bring any contamination to the area?

13 DAVE MANSEN: It's electric so it's not diesel,  
14 not carrying freight -- different technology.

15 UNIDENTIFIED SPEAKER: How are you going to bring  
16 the power lines for the train?

17 DAVE MANSEN: Overhead wires.

18 UNIDENTIFIED SPEAKER: But we have trouble with  
19 power grids now when it gets -- starting summer. So  
20 where are you getting your electricity from?

21 DAVE MANSEN: The High-Speed Rail Authority is  
22 investigating whether or not they can power the train  
23 with renewable energy. And thus far, they think that's  
24 a possibility.

25 UNIDENTIFIED SPEAKER: So you're saying that we're

1 going to go try with green?

2 DAVE MANSEN: Solar, thermal, you know, renewable  
3 energy.

4 UNIDENTIFIED SPEAKER: Clean energy?

5 DAVE MANSEN: Clean energy. That's part of the  
6 High-Speed Rail Authority's objective.

7 UNIDENTIFIED SPEAKER: Because it wouldn't make no  
8 sense for you to build a high-rail [sic] train and you  
9 don't use clean energy.

10 UNIDENTIFIED SPEAKER: Some people that I spoke to  
11 in the community along the tracks had a concern that,  
12 if their properties got bought out -- some people are  
13 renters -- will the high rail make sure that these  
14 renters are treated properly, if the property owners  
15 should give them plenty time of eviction, and are they  
16 going to be paid money, compensated to move? It's only  
17 fair.

18 DAVE MANSEN: First, we will try to avoid taking  
19 personal property. That's our first objective: avoid  
20 taking personal property. The federal government and  
21 the state government have uniform relocation laws --  
22 federal laws, state laws -- where we have to, for  
23 purchases, you know, market value, there's a whole  
24 procedure.

25 And for renters, we have to evaluate if there

1 is available housing out there for them and then pay --  
2 pay specific relocation costs, including time and so  
3 on, if they need to be relocated. Federal and state  
4 law.

5 UNIDENTIFIED SPEAKER: That's good. You're  
6 protecting the people that live here, especially people  
7 that are renters.

8 UNIDENTIFIED SPEAKER: Another question. This  
9 monster is going to be bigger than what you think.  
10 They were talking that they're going to locate the  
11 train high, elevated.

12 DAVE MANSEN: Portions.

13 UNIDENTIFIED SPEAKER: How high?

14 DAVE MANSEN: The San Jose station, Diridon  
15 Station, 75 feet high. Through this neighborhood, the  
16 current plan is to be down at ground level on a short  
17 berm, the current plan. Then it has to go back up to  
18 go over 87.

19 Now, we already have comments from various  
20 people suggesting alternatives to that, tunnels and --

21 UNIDENTIFIED SPEAKER: Thank you.

22 UNIDENTIFIED SPEAKER: Are you thinking about  
23 other alternatives? Because you can be thinking also  
24 about 101, using the same --

25 DAVE MANSEN: She's recording that. We want your

1 ideas along those lines, yes.

2 UNIDENTIFIED SPEAKER: Well, the 87 corridor from  
3 Gilroy that meets up with 101 South San Jose -- okay?  
4 87 would make a very good corridor because you don't  
5 have that many bridges to cross. And it would meet up  
6 with Gilroy if you come down to Gilroy on 101. Or if  
7 you're coming from Gilroy, why don't you use the other  
8 corridor, which is the Old Monterey Road? That doesn't  
9 have that many bridges. Yeah, the Old Monterey Road.

10 Okay? My question is, are you going to use  
11 engineers from this state or that knows this area from  
12 here to L.A.?

13 DAVE MANSEN: Yes.

14 UNIDENTIFIED SPEAKER: Because if you bring  
15 somebody from out of the country or from another part  
16 of the country that does not know California --

17 DAVE MANSEN: Our engineers are registered here.

18 UNIDENTIFIED SPEAKER: -- they're not going to  
19 understand our traffic corridors, our soil thing.

20 DAVE MANSEN: Absolutely -- seismic requirements,  
21 so on. Yes. We will use (indicating) -- we will use  
22 local engineers, from California.

23 UNIDENTIFIED SPEAKER: I have understood that the  
24 trains are going by every three minutes or every five  
25 minutes.

1           DAVE MANSEN: During the peak hour, ten trains in  
2 each direction. And it's during the peak hour is the  
3 current -- that's in the year 2025. It will start at  
4 like 6:00 in the morning and go to like 11:00 or 10:00.

5           UNIDENTIFIED SPEAKER: Saturday and Sunday?

6           DAVE MANSEN: Probably reduced number of trains,  
7 although I'm not sure.

8           UNIDENTIFIED SPEAKER: In the evening, the peak  
9 hours, how late will those trains be running in the  
10 evening?

11          DAVE MANSEN: Grab Gary a second.

12          UNIDENTIFIED SPEAKER: Because I know our airport  
13 has to stop at 11:00.

14          DAVE MANSEN: See, we're putting together a  
15 specific operating plan right now. I'm going to let  
16 Gary answer it because he's been following that more.

17                   Hours of operation?

18          UNIDENTIFIED SPEAKER: What would be the latest  
19 you would be using these trains in the evening?

20          GARY KENNERLY: We are updating the operating plan  
21 at the moment. Right now we are looking at service  
22 essentially between 5:00 a.m. to 11:00 -- 10:00, 11:00  
23 p.m.

24          UNIDENTIFIED SPEAKER: Nothing after 11:00, 12:00,  
25 1:00, 2:00 o'clock in the morning?

1           GARY KENNERLY: We haven't actually published the  
2 operating plan, so I can't answer that specifically.  
3 My understanding is right now we are looking at, for  
4 passenger service, an early morning to a late evening.

5           DAVE MANSEN: Thanks, Gary.

6           UNIDENTIFIED SPEAKER: What is the noise level?  
7 How noisy can this train be?

8           GARY KENNERLY: We have not done the analysis on  
9 that. We don't have the answer for you yet.

10          UNIDENTIFIED SPEAKER: So when are you going to  
11 have the answer?

12          GARY KENNERLY: When we have that noise study  
13 data.

14          DAVE MANSEN: We can't do the noise analysis  
15 without that information. So we're collecting it. But  
16 you know, different equipment produces different noise  
17 at different speeds. So -- what's more important is  
18 what levels will be out in the neighborhood. And we're  
19 going to mitigate to certain levels.

20                       We're required to meet those criteria.

21          UNIDENTIFIED SPEAKER: What choice do we have of  
22 no construction at all?

23          DAVE MANSEN: The alternatives in the  
24 environmental document, one of them will be a  
25 no-project alternative.

1 UNIDENTIFIED SPEAKER: How feasible is it?

2 DAVE MANSEN: Well, the High-Speed Rail Authority  
3 at this point, on the basis of the programmatic -- the  
4 big -- the statewide document identified a number of  
5 benefits of this high-speed train. So I think they  
6 will still take a look at those benefits before they  
7 would decide. And I'll explain part of what they said.

8 They said to meet the demand for intercity  
9 travel by airports and highways would be substantially  
10 more expensive and substantially more environmental  
11 impacts. Multiple, multiple -- more runways, more  
12 highway lanes.

13 And they selected high-speed rail as a  
14 result -- the Sierra Club, a number of environmental  
15 groups have -- California Air Resources Board, Natural  
16 Resources Defense Council have all expressed their  
17 desire for this versus the airport and highway  
18 scenario.

19 UNIDENTIFIED SPEAKER: This is definitely going to  
20 have a heavy impact on our community and the quality of  
21 life that is here.

22 DAVE MANSEN: And our job is to evaluate that with  
23 you.

24 UNIDENTIFIED SPEAKER: You said you guys didn't  
25 have any idea about the noise level and all this. If

1 you already have these high train [sic] systems in  
2 Europe and in Asia, you got to -- they've got to have  
3 some kind of data, information as to how loud their  
4 trains are.

5 DAVE MANSEN: We're going -- there is old -- the  
6 old noise data for older equipment. And we know that  
7 we have to get more current data. Now, what we're  
8 trying to do is make sure we don't offer an advantage  
9 to one manufacturer over another for the vehicles. So  
10 we are designing a system that will allow different  
11 bidders to bid -- the French, the Japanese, the  
12 Spanish.

13 UNIDENTIFIED SPEAKER: Hello? It cannot be built  
14 in America?

15 DAVE MANSEN: I'd love for it to be built in  
16 America.

17 So each of those manufacturers have different  
18 noise requirements. And I will say one more time, we  
19 have to make sure that standards are met in the  
20 neighborhood regardless of what the noise is.

21 UNIDENTIFIED SPEAKER: So how much work is this  
22 going to bring to California, how many jobs?

23 DAVE MANSEN: The estimate statewide is 500,000.

24 GARY KENNERLY: 155,000 direct construction  
25 employment jobs.

1           DAVE MANSEN:  And then there's what they call the  
2 multiplier.  For each of those workers, they go buy  
3 food and they go -- so 500-.

4           UNIDENTIFIED SPEAKER:  Suppliers?

5           DAVE MANSEN:  500 suppliers -- so estimate  
6 statewide 500,000.

7           UNIDENTIFIED SPEAKER:  You're not going to be  
8 bringing -- importing workers from out of the state or  
9 out of the country?

10          DAVE MANSEN:  That's not my decision.  There are  
11 specific laws about what we can and can't do.

12          UNIDENTIFIED SPEAKER:  So who would make that  
13 decision?

14          DAVE MANSEN:  They will comply with the laws that  
15 are out there in terms of procurement.

16          GARY KENNERLY:  It's -- procurement it would be  
17 essentially the Federal Railroad Administration.  We  
18 have to follow federal regulations.

19          DAVE MANSEN:  And they have specific  
20 no-discrimination laws and so on.

21          GARY KENNERLY:  And Buy America, they have Buy  
22 America clauses as well.  If you use federal money,  
23 there's often requirements that you try to procure the  
24 materials from an American source.

25                       However, they do have situations where you

1 can't get the equipment -- the materials locally, and  
2 then you would have to go international.

3 UNIDENTIFIED SPEAKER: We're trying to build and  
4 maintain our community. That's why we sometimes talk  
5 about building this over 101.

6 Like, for example, I live right here, where  
7 you have the train tracks. If you walk -- if they put  
8 the fences up, I'm not going to have a chance to get  
9 across. There's no way out for me in that direction  
10 because you built the fences. If they have a disaster,  
11 what am I going to do? Because you have the fences  
12 there --

13 GARY KENNERLY: It would be elevated and grade  
14 separated, so you would still have the same access you  
15 have now.

16 UNIDENTIFIED SPEAKER: Are you going to have  
17 fencing for the children not to get across?

18 GARY KENNERLY: Where we have roads or footpaths,  
19 they would be grade separated.

20 DAVE MANSEN: We're not going to block your  
21 access. Those will go under, over -- just nobody on  
22 the tracks.

23 UNIDENTIFIED SPEAKER: My concern about bringing  
24 this high rail through this community is we are totally  
25 surrounded in this community by bridges and railroad

1 bridges. Okay? Since the Loma Prieta earthquake, the  
2 Army Corps of Engineers did a study here in this part  
3 of California, and they said that in the next  
4 highest -- the next 7-, 8-point earthquake, all the  
5 bridges are going to fall.

6           So that means Virginia bridge will fall. The  
7 railroad bridge on Prevost, the railroad bridge on  
8 Delmas, the railroad bridge on Bird, the bridge we use  
9 to go over 280 -- they're going to collapse. We will  
10 be totally isolated.

11           So -- that's the reason I'm very worried about  
12 you building a high-speed rail train. If we should  
13 happen to have a high-speed rail train coming here  
14 during a major earthquake, I am concerned that this  
15 whole neighborhood will be totally -- it will be like  
16 an airline crashing into our community,  
17 if not worse, if it derails.

18           DAVE MANSEN: The seismic standards were updated  
19 after Loma Prieta, what they learned in terms of Loma  
20 Prieta, the seismic standards that we would use -- not  
21 for those bridges out there -- the seismic standards  
22 that we would use would be the most current seismic  
23 standards. So California is getting much better at  
24 constructing structures. And the Europeans have built  
25 bridges that are respectful to the high-speed trains

1 over there.

2 UNIDENTIFIED SPEAKER: Does that mean, sir, that  
3 you're going to replace all these railroad bridges,  
4 trusses that go over?

5 DAVE MANSEN: The high-speed train would probably  
6 be on new bridges. But I mean, the Union Pacific and  
7 so on may or may not be.

8 UNIDENTIFIED SPEAKER: Are they going to be redone  
9 though?

10 GARY KENNERLY: We will replace any bridge that we  
11 have to to build the high-speed train. If -- say, one  
12 of the Union Pacific bridges, we will not touch. We're  
13 not going to replace their bridge for them. We will  
14 only do what we need to do for the high-speed train.

15 UNIDENTIFIED SPEAKER: Oh. Interesting. Gotcha.

16 DAVE MANSEN: Union Pacific said --

17 THE INTERPRETER: There's another person who has a  
18 question.

19 UNIDENTIFIED SPEAKER: What is the safety that  
20 you're going to have for the people that live in the  
21 area, like, crossing and doing this, their daily life?

22 DAVE MANSEN: Fully protected right of way.

23 UNIDENTIFIED SPEAKER: She's talking about the  
24 terrain where you're going to lay the tracks on.

25 DAVE MANSEN: We will do geological studies, and

1 we will design the high-speed tracks to meet stringent  
2 seismic standards.

3 UNIDENTIFIED SPEAKER: My question is is that  
4 train going along any of our earthquake fault lines in  
5 California? We have quite a few.

6 DAVE MANSEN: We're very familiar with the fault  
7 lines.

8 UNIDENTIFIED SPEAKER: Right, Hayward fault,  
9 Calaveras.

10 DAVE MANSEN: We did not -- there is no place in  
11 the 800-mile system where we are in a tunnel over a  
12 fault.

13 UNIDENTIFIED SPEAKER: But does the train cross  
14 any of our faults?

15 DAVE MANSEN: Yes, of course. We will have  
16 sensors on tracks that, if -- first of all, if there's  
17 an earthquake, it will probably stop the whole system.

18 GARY KENNERLY: Remote sensors, actually.

19 DAVE MANSEN: If the tracks come apart, it will  
20 stop the train. So I mean, these safety systems exist.  
21 I mean, Japan is seismically active, as we are. And  
22 they've been running -- they've been running these  
23 high-speed trains for 45 years. In fact, there have  
24 been no deaths associated with high-speed rail ever.

25 UNIDENTIFIED SPEAKER: No accidents?

1           DAVE MANSEN: No deaths. It's the safest form of  
2 transportation.

3           UNIDENTIFIED SPEAKER: Everything is fine. I'm  
4 not against progress. But safety for the employees,  
5 for the people that use the trains, is that dangerous?

6           DAVE MANSEN: Safest form of transportation in the  
7 world.

8           UNIDENTIFIED SPEAKER: Do you think that would be?  
9 Seriously?

10          GARY KENNERLY: There is no other form of  
11 transportation that has not had a fatality.

12          UNIDENTIFIED SPEAKER: Is that project a private  
13 concern or private entity or private business? Is it  
14 federal or is it state?

15          DAVE MANSEN: It's all of the above. You all  
16 approved 9 billion -- 9.95 billion of state money. The  
17 federal government is considering legislation to put  
18 high-speed rail money in, and --

19          UNIDENTIFIED SPEAKER: Has it matched it yet?

20          DAVE MANSEN: And the Authority has talked to  
21 private investors and asked them if they're interested  
22 in investing private money. And they talked to 30, 40  
23 companies. Almost all of them said "yes." So it's  
24 combination: state, federal, private.

25          GARY KENNERLY: And local.

1           DAVE MANSEN:  And then local cities for  
2 station-area work.

3           UNIDENTIFIED SPEAKER:  Why do you have such a big  
4 project then you're cutting down to the smaller  
5 projects?

6           DAVE MANSEN:  No one consulting firm, no one team  
7 could do 800 miles.  It's just the magnitude.  Now,  
8 that said, we're talking to each other.  So it's not  
9 going to be different here than it is there.  Same  
10 procedures, same --

11          UNIDENTIFIED SPEAKER:  She's saying why are you,  
12 the State, giving money to this project when they're  
13 cutting services like teachers and firemen and  
14 policemen and things like that?  Why?

15          DAVE MANSEN:  You can ask the State.  They  
16 obviously see and it has been shown that there are  
17 substantial benefits -- greenhouse gasses -- I don't  
18 make those decisions.  And they're tough decisions.  
19 But there's a perceived benefit, obviously, two thirds  
20 of the legislature put this on the ballot.  52 percent  
21 of the Californians who voted said they wanted it.  The  
22 treasurer issued bond money and got more than what he  
23 asked for.  And the President of the United States is  
24 talking about high-speed rail -- something I never  
25 expected would happen.

1 THE INTERPRETER: There are no more questions.

2 UNIDENTIFIED SPEAKER: I want to thank you so much  
3 for coming out.

4 DAVE MANSEN: Thank you so much.

5 UNIDENTIFIED SPEAKER: And also having  
6 consideration for this part of the population that  
7 doesn't completely understand. You have your debates,  
8 you should or you shouldn't. But it's the majority of  
9 the people in this community that are Latinos. So it's  
10 very important that they understand, hear what's going  
11 on. So I thank you very much.

12 GARY KENNERLY: And just one thing I should let  
13 you know. Once we've gone through this, we'd ask that  
14 if you've got any thoughts of whether this is a good  
15 way of doing it or changes for next time so we can do  
16 it better next time.

17 UNIDENTIFIED SPEAKER: I can talk to you after.

18 GARY KENNERLY: Yeah, if you get some thoughts.

19 THE INTERPRETER: The question I was asking,  
20 whether anybody has a comment, anybody wants something  
21 different or anybody has a different idea, they're here  
22 to answer questions. They are open to questions and  
23 the information that they can provide.

24 (Individual comments to Reporter)

25 UNIDENTIFIED SPEAKER: I've got a comment that I

1 would like to report officially. And it has to do with  
2 -- so the process for notification at this level did  
3 not involve -- we are told by Gary -- did not involve  
4 mailing notices to people whose property is right next  
5 to the train right of way. And there were a lot of  
6 people who I personally went and talked to and told  
7 them, "This is what's happening." And they were  
8 surprised, and they didn't know.

9           And I think that for the next stage, it's  
10 really critical that enough money be spent to notify  
11 people because these people need to know that this is  
12 happening, and they need to know how they can give  
13 input.

14           And there are a couple of ways I would suggest  
15 getting this information out also by going through the  
16 Gardner Elementary School and asking the principal of  
17 Gardner Elementary School if she'll put informational  
18 fliers, give those out to the students to give to their  
19 parents, and also through the community center.

20           And then my other concern is this is a  
21 neighborhood where there are a lot of people who are  
22 working parents, both parents working, working at least  
23 one job. Right now, I can do this because I'm a  
24 stay-at-home mom this year. I can go out and talk to  
25 people. But ordinarily -- and lots of the people, no

1 matter what their income level, they're working all the  
2 time. And especially with the economy the way it is,  
3 people are working all the time. And people cannot  
4 take another shock like having a little bit of property  
5 left taken away and then this huge, huge edifice put in  
6 their backyard.

7           This is a fragile community. And it's already  
8 -- when they built the first train through here, it  
9 ended up with a lot of really negative impact on the  
10 region. And over the last 20 years the City has spent  
11 a lot of money to try to improve the neighborhood. And  
12 we have a real serious concern that the same thing is  
13 going to happen with this project.

14           (English-speaker comments with Consultants)

15           UNIDENTIFIED SPEAKER: So other than mail, how are  
16 you reaching out? What is the outreach that you are  
17 taking upon yourselves to communicate what you're  
18 saying to us tonight?

19           GARY KENNERLY: Generally, our process has been  
20 the scoping, there was informational ads put in the  
21 newspapers -- and Julie would be able to provide you  
22 the details.

23           UNIDENTIFIED SPEAKER: I couldn't find them. I  
24 read the newspaper front to back.

25           DAVE MANSEN: We did display ads twice in the

1 Mercury News for the scoping meetings. We did e-mail  
2 blasts. We notified the neighborhood associations.  
3 Gary and I came out three times before scoping -- twice  
4 before scoping to this association. We expressed a  
5 willingness to keep doing it, and we'll -- because we  
6 don't want to just, "Scoping's done. We're done."

7 UNIDENTIFIED SPEAKER: Right. We appreciate your  
8 coming out after --

9 DAVE MANSEN: Then the idea of the Spanish meeting  
10 came up, and the Authority said, "Yes, we'll do it."  
11 We've been to planning commissions. We're meeting not  
12 only with neighborhoods but with agencies and  
13 associations -- Sierra Club. We're trying to get what  
14 one would call the stakeholders to make sure we're  
15 hearing everything that we should be hearing.

16 GARY KENNERLY: Our mailing list now, every time  
17 you come to a meeting, it gets augmented with anybody  
18 who signs up.

19 DAVE MANSEN: We've got 5,000-plus on the mailing  
20 list.

21 UNIDENTIFIED SPEAKER: One of the difficulties of  
22 this particular neighborhood is people don't do e-mail.  
23 So I already suggested to go through the schools might  
24 be a way to quickly get information out, post something  
25 at the community center with a big sign, really big

1 sign.

2           Having it bilingual is huge because you've got  
3 people who are not as comfortable in English as they  
4 are in Spanish. And it's going to make a really big,  
5 really big deal.

6           UNIDENTIFIED SPEAKER: It's important that if you  
7 have a bilingual session that you not ask, "Is it okay  
8 to do it in English?" Because people whose English  
9 skills are fragile do not want to usually admit that.  
10 It's very shaming to say, "I'm not any good in  
11 English." They like to cover that up because --

12           DAVE MANSEN: This was styled as not a bilingual  
13 but a Spanish meeting. We didn't want anybody who  
14 didn't speak Spanish to be left out. That's why the  
15 question was asked. Let's just make sure we're all  
16 talking here because we were asked to do a  
17 Spanish-speaking meeting and were prepared to do a  
18 Spanish-speaking meeting.

19           When we first got here, there were 10, 15  
20 people here, none of whom wanted it in Spanish.

21           UNIDENTIFIED SPEAKER: I understand. I'm saying  
22 that the question shouldn't be asked like this, "Is it  
23 okay if we do this in English?"

24           DAVE MANSEN: I thought she said more than that,  
25 but okay.

1 UNIDENTIFIED SPEAKER: That was the essence of it,  
2 "Does anyone need it this Spanish? People don't  
3 respond to questions like that. If you say that this  
4 is a bilingual thing, we're going to --

5 DAVE MANSEN: I think they were -- we asked when  
6 they checked in whether --

7 UNIDENTIFIED SPEAKER: The question was asked at  
8 the front of the room.

9 DAVE MANSEN: Then we went over it in Spanish.

10 UNIDENTIFIED SPEAKER: Afterwards, in the second  
11 round, after I intervened.

12 So let me suggest how it should be asked. "We  
13 are planning" -- on a night like tonight -- "We are  
14 planning to give this presentation in Spanish. Shall  
15 we translate it in English? Would some of you prefer  
16 this? This meeting was planned to be in Spanish."

17 And it should have started in Spanish with  
18 translation for English speakers because that's how it  
19 was advertised. That way, no one had to raise their  
20 hand.

21 DAVE MANSEN: I think that's how it started.

22 UNIDENTIFIED SPEAKER: When we came in and I went  
23 and sat down, she then changed it to --

24 DAVE MANSEN: She started out in Spanish.

25 UNIDENTIFIED SPEAKER: 6:00 o'clock is too early.

1 We need to start at 7:00. That's when all those people  
2 came. They thought it started at 7:00. They always  
3 start at 7:00. I know they want to get out of here,  
4 but that was the issue there.

5 DAVE MANSEN: We did it on the basis of what the  
6 organizer asked us to do.

7 UNIDENTIFIED SPEAKER: I had stated something  
8 earlier that someone else here recommended that I make  
9 sure gets reworded.

10 Let's say you get to the point of a no-build.  
11 Would you guys consider finding another spot for the  
12 stop and then going around our existing area somehow?

13 DAVE MANSEN: Yes, and yes. But I think the  
14 Diridon Station is pretty critical to the current  
15 thinking of the High-Speed Rail Authority.

16 The program EIR identified what that is, which  
17 is a multi-modal station. And it's already had a  
18 tremendous amount of planning in terms of serving ACE,  
19 BART, and the CalTrain, Amtrak, Capital Corridor. So  
20 one of the reasons it was picked is because it's a  
21 multi-modal facility. Let me finish my thought.

22 So they picked multi-modal stations in the  
23 city centers, to the extent they could, across the  
24 state. That said, will we look at alternatives that  
25 serve Diridon? Yes. Will we look at alternatives that

1 don't serve Diridon? Depends on what you mean.

2 UNIDENTIFIED SPEAKER: I guess dovetailing what  
3 she said earlier, there's only so many ways you can go  
4 through our area. And several might maximize your  
5 budget which would -- no-build. Others might destroy  
6 and/or disrupt too much, therefore the impact would be  
7 too high.

8 DAVE MANSEN: When you say "no-build," what do you  
9 mean?

10 UNIDENTIFIED SPEAKER: He's saying there's a  
11 viable option that this project could go through  
12 no-build.

13 DAVE MANSEN: "No-build" means we wouldn't build a  
14 high-speed system.

15 UNIDENTIFIED SPEAKER: Yes. The impact is too  
16 heavy or the cost is too great, therefore achieving a  
17 no-build.

18 So my suggestion was, given -- you know, we're  
19 always talking about having a ballpark here somewhere.  
20 There's lots of plots that could easily establish  
21 another stop. That might lead you to have another  
22 alternative route --

23 UNIDENTIFIED SPEAKER: Maybe a better one without  
24 affecting the residents in the area.

25 DAVE MANSEN: If you have a thought where this

1 would be --

2 UNIDENTIFIED SPEAKER: No, I don't. But us coming  
3 here and listening to you, this is my way of saying I  
4 support the idea of prospering out on a new system --  
5 high-speed rail, other means of public transportation,  
6 BART extension, et cetera. I agreed to that when I  
7 voted for it. But what I didn't agree to was finding  
8 out that my entire neighborhood might -- you know,  
9 build a cannon in downtown and fire a bullet through  
10 it.

11 I'm not saying that derogatorily where I don't  
12 support the train; I do. But in order to create the  
13 caliber of machinery that you're talking about, I think  
14 it's going to disrupt more than it's going to create  
15 better.

16 UNIDENTIFIED SPEAKER: Just to piggyback on what  
17 he's saying, there are a lot of people, myself  
18 included, who also voted for this because  
19 philosophically I agree. Mass transit is the way to  
20 go. But I really thought the time had passed where big  
21 projects came through and demolished neighborhoods and  
22 changed the character of things unalterably.

23 It really is clear that this is going to have  
24 a huge impact on the neighborhood, a huge impact.

25 UNIDENTIFIED SPEAKER: I don't see this being a

1 soft blow.

2 UNIDENTIFIED SPEAKER: It's not going to be the  
3 same way.

4 DAVE MANSEN: I understand. I heard her say  
5 "demolish." I heard her say "urban renewal," all those  
6 words.

7 My job is to not give you that kind of  
8 project. But that's your view right now. That's your  
9 warning to me right now, "Don't do that." We're not  
10 coming in and buying property -- this other gentleman  
11 was telling me about how they came in and bought the  
12 property, the politicians -- we're not talking about  
13 that either. We don't do that these days.

14 UNIDENTIFIED SPEAKER: I think that even if it is  
15 more expensive to do something like tunnel or do  
16 something like go along the freeway --

17 DAVE MANSEN: I understand. And our job is to  
18 talk about those trade-offs with you.

19 UNIDENTIFIED SPEAKER: There's got to be a way to  
20 put a value on a community where people have been  
21 working hard to try to build a good relationships.

22 And I don't see -- when I was reading through  
23 a lot of the report, the previous report, I don't see  
24 any sorts of tables or things that put value on  
25 community cohesiveness and relationships. And it's got

1 to be quantified or something. You've got to put that  
2 in there too.

3 DAVE MANSEN: It's got to be viewed in the whole  
4 context. I understand. I understand there's a value  
5 to it, but to quantify it -- we absolutely have to talk  
6 about cohesiveness and neighborhood disruption and  
7 devaluing neighborhoods and quality of life and noise  
8 and vibration. I understand that.

9 UNIDENTIFIED SPEAKER: I know the cost of the  
10 tunnel is huge, but if that means that then there's  
11 still a livable community --

12 UNIDENTIFIED SPEAKER: -- above it.

13 UNIDENTIFIED SPEAKER: That's huge too.

14 UNIDENTIFIED SPEAKER: I mean, I'm new to existing  
15 next to the rail. I find it very frustrating that we  
16 deal with what we deal with. And not that this is your  
17 problem, but CalTrain only is useful one direction in  
18 the morning. To me, it's like, okay, we put up with  
19 what it is, and it's only used in one manner in the  
20 morning. And then it runs north and south during the  
21 night.

22 It better -- it better result in a net value  
23 given we are spending the amount of money we're  
24 spending on it and also result in a positive outcome  
25 for who lives here, in that monetarily property

1 value -- because we're all facing a very high impact,  
2 especially in Willow Glen.

3 A lot of us bought in the last ten years, and  
4 we're now all waiting for everything we just bought to  
5 change. So if this comes along and doubles up on  
6 anything that improves and makes it go south again,  
7 it's not worth it. It really isn't. So....

8 Thanks, you guys, for your time.

9 UNIDENTIFIED SPEAKER: About Spanish language  
10 outreach. Would future outreach have an 800 phone  
11 number for Spanish speakers, since there's a high  
12 correlation of low SES? The handout has an Area 415.

13 DAVID MANSEN: Oh, 800 number. Okay. Okay.

14 UNIDENTIFIED SPEAKER: Low SES can't afford it.

15 UNIDENTIFIED SPEAKER: I also wanted to bring  
16 up -- toward the Willow Glen area, there were some  
17 railroad tracks that were taken out. There's several  
18 miles of -- it's just a trail. So that that could be  
19 considered as another alternative. That was several  
20 years ago, but it's -- there was the railroad tracks  
21 prior. And it's just a dirt trail now. And they want  
22 to make it into a separate trail. Thank you.

23 UNIDENTIFIED SPEAKER: The other question I have  
24 is how -- that when people are being compensated for  
25 property, that looking at fair market value is really

1 not fair because people will not be able to buy  
2 somewhere in San Jose that's comparable with a property  
3 value that has been devalued by people knowing the  
4 high-speed rail is going through.

5 So the way that compensation is done for  
6 people who do lose land needs to be looking at  
7 compensation that allows people to, you know, buy  
8 something comparable in San Jose. That's my other  
9 idea.

10 (Individual comments to Reporter)

11 UNIDENTIFIED SPEAKER: So graffiti is already an  
12 issue in our neighborhood. And especially with the  
13 economic downturn, there's more graffiti; there's less  
14 city finances to do graffiti eradication.

15 We have a sound wall for the train in one part  
16 of our neighborhood, and it has been covered with  
17 graffiti. And so when the plans are made for the  
18 high-speed rail, please look at ways to mitigate  
19 graffiti, such as scenic plantings with ivy and trees  
20 and -- or beautiful murals or anything that -- a  
21 surface that won't take graffiti.

22 And then I have one other which I thought of,  
23 which is, because of the unstable nature of the ground  
24 in this neighborhood because it's really close to the  
25 creek, we get a lot of vibration even in houses that

1 are thousands -- yards away from the train. And so I  
2 think it's important to look at what can be done to put  
3 strengthening of foundations of houses that are at a  
4 distance from the train that get shaken by the  
5 increased number of trains and noise reduction and  
6 stuff like that in those houses.

7 (Whereupon, the proceedings concluded  
8 at 8:16 o'clock p.m.)

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1 STATE OF CALIFORNIA )  
2 COUNTY OF MARIN ) ss.

3 I, DEBORAH FUQUA, a Certified Shorthand  
4 Reporter of the State of California, do hereby certify  
5 that the foregoing proceedings were reported by me, a  
6 disinterested person, and thereafter transcribed under  
7 my direction into typewriting and is a true and correct  
8 transcription of said proceedings.

9 I further certify that I am not of counsel or  
10 attorney for either or any of the parties in the  
11 foregoing proceeding and caption named, nor in any way  
12 interested in the outcome of the cause named in said  
13 caption.

14 Dated the 19th day of May, 2007.

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DEBORAH FUQUA

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CSR NO. 12948

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