California High-Speed Rail Authority

San Francisco to San Jose Project Section

Scoping Report

APPENDIX A.6

October 2016

CALIFORNIA High-Speed Rail Authority

U.S. Department of Transportation
Federal Railroad Administration

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Appendix A – Scoping Comments Received

Appendix A.6

Comments from Individuals

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Submission I001 (Dwight Agan, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Dwight
Last Name : Agan
Business/Organization :
Email : dwightagan@icloud.com
Stakeholder Comments/Issues :

Please address the following concerns:

In Palo Alto in particular, the existing Caltrain tracks separate the majority of the population from both high schools, two of three middle schools, and the majority of employers. At peak times the plan calls for up to 10 trains per direction per hour, or on average one every three minutes, vs one every five minutes currently.

Current conditions cause enormous backups at most grade crossings in mornings as thousands of students, parents, and workers cross tracks in cars, on bikes, or walking. A straightforward analysis shows that the two minute decrease in time between trains will cause a very disproportionate increase in traffic backup because times between trains will frequently be too short to allow a significant number of people to cross. Backups may be 2-5 or more times as long as today.

Please analyze, given expected train frequency, and time from when signals first begin until barriers are fully lifted, the range of traffic backup times during peak and other periods of operation, and how this can be mitigated.

Dwight Agan

Submission I002 (Robert Allen, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Business/Organization :
Email : robertseeallen@gmail.com
Stakeholder Comments/Issues : 2008 Prop 1A was entitled: "*SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN
BOND ACT*".

Blended rail - HSR on Caltrain tracks between San Jose and San Francisco -* is neither
safe nor reliable. * Caltrain has dozens of grade crossings and unscreened
platforms.

Bourbonnais showed what happens when a train at 79 mph hits a heavy vehicle
at a grade crossing. Quad gates may reduce the likelihood of accident, but
they do little to deter a suicide or hostile act. Were the Caltrain maximum speed increased, say, to 110 mph, the casualties would skyrocket.

CPUC rigorously enforces its safety oversight responsibilities over railroad operations. Its Rail Crossings and Engineering Branch has a long
history of dealing with safety issues. (CPUC kept BART's vital trans-Bay
tube closed for over three months after the 1979 fire.) Yet CHSRA's Business Plans hardly mention safety or CPUC.

HSR - like freeways - must be grade separated and securely fenced. Trains
take much further to stop than rubber-tired motor vehicles. Maximum
braking itself leads to heavy costs and severe injury. Grade separate all
tracks before allowing their use by HSR.

CHSRA needs to weigh safe, reliable high-speed rail - the premise of Prop 1
- vs. an immediate one-seat ride for San Francisco passengers.

Submission I003 (Robert Allen, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Robert
Last Name : Allen
Business/Organization :
Email : robertseeallen@gmail.com
Stakeholder Comments/Issues : San Francisco-San Jose segment Scoping Public Comment, EIR :

At Bourbonnais, Illinois, Amtrak's crack "City of New Orleans" on 79 mph
track derailed two locomotives and 11 of 13 cars when it hit a heavy truck
at a grade crossing: proof positive that High Speed Rail tracks MUST be
grade separated.

CPUC has safety oversight responsibility over rail operations. Its Road
Crossings and Engineering Branch (RCEB) has many decades of experience.
(After a train fire in 1979, CPUC kept BART from using its vital Trans-Bay
tube for over three months until they were totally satisfied of major
safety protocols, where normal railroads would have been running in the
next day or two.) Yet I find neither CPUC nor RCEB even mentioned here.

"Safe, Reliable" were the first two title words in 2008 Prop 1A, the HSR
bond measure. Big print and bold letters. HSR's planned use of Caltrain
tracks - which have dozens of grade crossings and trackside passenger
station platforms - is neither safe nor reliable, even at Caltrain's
current 79 mph maximum speed. Trains are vulnerable to accident, suicide,
or sabotage (and consequent delays), let alone hostile attacks like those
of 9/11/2001.

HSR track south of San Jose should be grade separated and fenced against
intrusion. No problem there. Forget "Blended Rail", and end HSR for now
at San Jose, the largest city in the San Francisco Bay area, until running
up the peninsula can be made safe. Rail connections from there (Capitol
Corridor, Caltrain, ACE, VTA, Amtrak, possible San Joaquin, and soon BART)
sew together the Bay Area. Safety must trump a "one-seat ride" for San
Francisco passengers.

Submission I004 (Larry Ames, June 8, 2016)

Mark A McLaughlin,
Director of Environmental Services
ATTN: San Francisco to San Jose
California High Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose CA 95113

via email, sent June 8, 2016

re: San Francisco - San José Project Section EIR Scoping Questions

Dear Mr. McLaughlin,

I am glad that High Speed Rail (HSR) is coming to the Bay Area, and I appreciate the cost- and time-saving concept of a "blended system" that is shared with, and helps expedite, the electrification of the San Francisco to San José (SF-SJ) CalTrain system.

I have a couple questions about the SF-SJ portion of the HSR, and a number more concerning the interface with the SJ-Merced segment at and near the San José Diridon Station.

Given the impacts of the SF-SJ segment on the Diridon Station and on the tracks just south of the station (and also the impact of the station and the southern tracks on the SF-SJ segment), I respectfully request that either the EIR Scoping of the SJ-Merced segment be reopened, or the portion between Diridon and the Capitol Station be shifted so as to be included in the SF-SJ Study. (Beyond the Capitol Station, the tracks follow Monterey Road for miles without any of the complications I discuss below.) I also request that the planned replacement of the CalTrain bridge over the Los Gatos Creek (just south of Diridon) be postponed so that its configuration and design can be coordinated with the chosen HSR alternative.

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The coming of HSR will have profound impacts, both positive and negative, on San José and the various neighborhoods it will pass through. Hopefully, the designs can be optimized to minimize the negatives, but I don't want us to seek a solution to problems in one area if they shift problems to other areas: I want "win/win" solutions, not an "us vs. them".

(While I have been following the developments of the HSR over the years and have attended a number of the public meetings, I admit that I have not read all the supporting documentation. Thus, please accept my apologies in advance if I ask questions that have already been addressed somewhere, and please direct me to the answers. Thanks.)

Q1: What happened to the Palo Alto Station? All the previous charts I've seen for the SF-SJ segment showed two intermediate stations: one at Millbrae (which makes perfect sense, given the existing major connection there between CalTrain, BART, and the San Francisco Airport (SFO)); and also a second station further south along the peninsula. Is the thought process that now that CalTrain is going to be electrified, it will operate so efficiently that travelers to Palo Alto can simply change trains in San José and get to Palo Alto just as quickly as if they'd stayed on the HSR? Palo Alto to me does seem to be a major destination in its own right, given its urbanized downtown, plus nearby Stanford University, and also the nearby industrial campuses already served by a local shuttle bus connection to the train station.

Submission I004 (Larry Ames, June 8, 2016) - Continued

Q2: Will HSR interfere with the scheduling of CalTrain? Presently, CalTrain has a rather efficient system of Local, Express, and Baby Bullet trains that serve the various stations along the corridor at frequent intervals. I recall recently seeing some timing diagrams that seemed to imply that, with the introduction of HSR to the system, the remaining CalTrain runs would all become Locals (stopping at all stations) and there would be schedule "gaps" where the tracks would be cleared to make way for HSR to pass. So, my question is: will there be adequate "passing lanes" on the tracks so that HSR can speed on by while still allowing CalTrain to operate with regular and frequent service?

Q3: I don't see it labeled on the maps, but I've heard that the HSR is to be elevated from Santa Clara into the Diridon Station – is that true? Is that choice already made, or is it an upcoming decision? What would drive the decision: do the HSR tracks need to be elevated because of the design of the Diridon Station, or because of the need to find a suitable "landing area" for the HSR to blend in with CalTrain, or are there ground-level features that would be severely impacted by an at-grade HSR? (I've heard that the town of Santa Clara has its prison cells below-grade near the tracks on the west side, and that there is a dense node of internet cables to the east.)

Q4: If the need to elevate the HSR tracks is driven by the design of the Diridon Station, could they descend so as to be at-grade by the time they reach the Newhall neighborhood if the tracks in Diridon Station were lowered to, say, 30' or 45' above grade rather than the currently planned 60'? (I appreciate that this is an engineering challenge, given the need to avoid the freight line on the eastern side of the ROW and also the need for real-estate for a "landing zone" where the tracks can "blend". If HSR were lower, could it touch down at the CalTrain maintenance yard at Stockton near Taylor?)

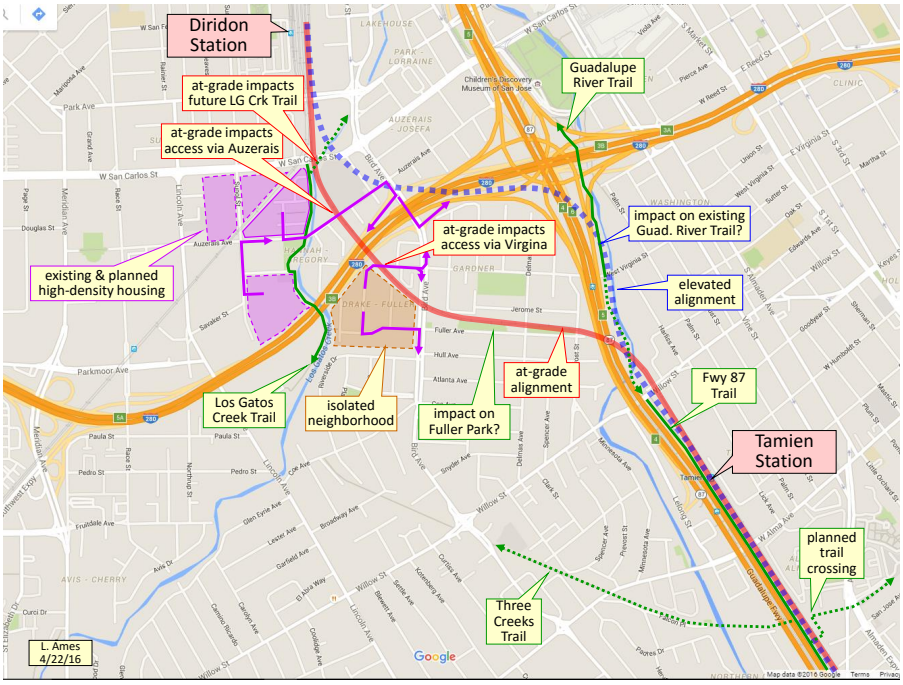
Q5: The choice of at-grade vs. elevated has major impacts on several neighborhoods just south of the Diridon Station: Midtown, northern Willow Glen, and the Greater Gardner District. These areas are not exactly home to "the top 1%", and they have been impacted for years by freight trains, freeways, and aircraft overflights en route to San José International (SJC). [As shown in red in the graphic below, the at-grade alignment between Diridon and Tamien Stations follows the existing CalTrain alignment while the elevated alignment (dashed blue) is primarily within the right-of-way of Freeways 87 and I-280. The third possible alternative, "underground", would not have the issues I list here but has a number of other problems.]
My concerns:

- The at-grade alignment into Diridon would impede or sever Virginia Street, the main access route to and from an isolated neighborhood shown in tan on the map. The only other access to this community is limited to right-turn-in / right-turn-out.
- A number of existing and planned mid- to high-density housing complexes (shown in purple) use Auzerais as a principal access to the freeway. The at-grade HSR alignment would impede or sever this access route, inconveniencing the residents and affecting traffic patterns throughout the region.
- Using the existing rail alignment would require additional tracks, given that one of the current two tracks is dedicated for freight. The added tracks would likely infringe upon Fuller Park
- The at-grade route will require a new crossing of the Los Gatos Creek. This bridge is already planned for replacement (see below), and coordination work needs to be done to assure its design is compatible with the planned extension of the Los Gatos Creek Trail into Downtown.

The aerial alignment would generally be within the right-of-way of the freeways and would have much less impact on the neighborhoods. It would also give arriving passengers a great view of the City. Care

Submission I004 (Larry Ames, June 8, 2016) - Continued

would be needed, however, to avoid impacting the Guadalupe River Trail into Downtown (shown in green in the graphic).



Q6: If the HSR tracks are elevated at Diridon Station, how high do they have to be? The current design calls for the HSR tracks to be 60' above grade. This is a convenient design solution, as everything fits together: the tracks easily clear the 87/280 ramps and the San Carlos Street Bridge, and at the Diridon Station it gives room for a Mezzanine Level to serve as an entranceway concourse between HSR and CalTrain. However, the nearest "landing zone" to blend HSR in with CalTrain is miles to the north at Scott Blvd., resulting in elevated tracks that will affect the quality-of-life for residents in the Newhall area and in Santa Clara.

My question: is it possible to come up with lower elevated configuration? If the HSR tracks were shifted a little further south towards the edge of the 87/280 intersection, could they be lower to ground? There might not be room for a mezzanine at the Diridon Station, but perhaps the north- and southbound tracks could be separated to allow room for an entrance concourse at the same level and in between the tracks, or else the concourse could be on a level above them. Perhaps this could permit a smaller (and less expensive, less imposing, less obtrusive) station, and perhaps the tracks exiting to the north could blend into the CalTrain tracks at a closer landing area (near Stockton and Taylor?), thereby avoiding the impacts of elevated HSR tracks past Newhall and Santa Clara.

Submission I004 (Larry Ames, June 8, 2016) - Continued

Q7: The Blended HSR is being coordinated with the electrification of the CalTrain tracks. CalTrain runs from SF, through Diridon, and on south to the next station at Tamien: all those tracks will need to be electrified. At the SJ-Merced HSR meetings, we have been assured that the electrification of the Diridon-Tamien segment does not mean that HSR is required to select the at-grade configuration: HSR can still have its own electrified tracks that go past Tamien, elevated through the 87/280 interchange and on into Diridon. Is this the understanding of the SF-SJ segment design team as well?

Q8: There are currently two tracks between Diridon and Tamien, but one is used for freight, and so CalTrain is effectively single-track through this stretch. When the tracks are electrified for CalTrain, can the Diridon-Tamien stretch remain single-track, or will a third set of tracks need to be constructed through here to accommodate both freight and a double-tracked CalTrain? (Note: from Diridon going southwest, there is a similar situation: a single-track light-rail and a freight line: it works there given the light schedule and usage of that light rail line.)

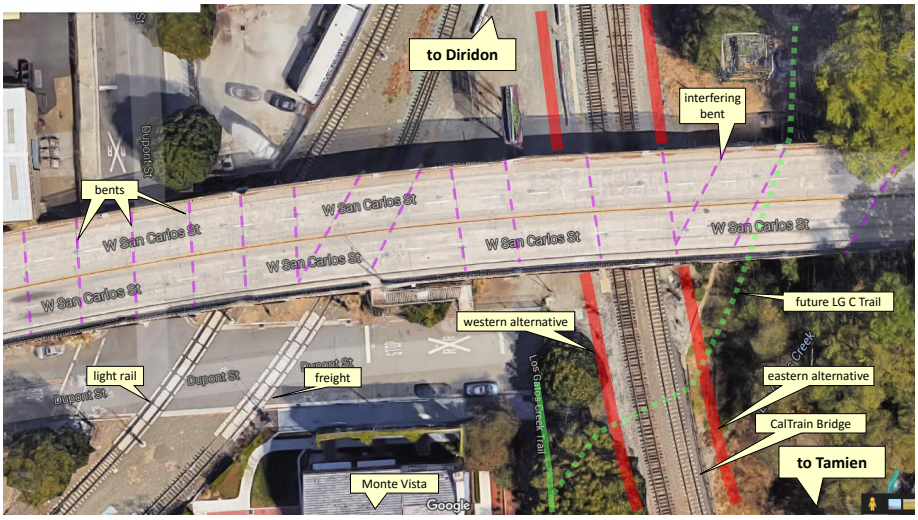
Q9: CalTrain is planning on replacing the old (c. 1936) bridge over Los Gatos Creek near San Carlos Street. This has many ramifications, including to HSR should the at-grade alternative be selected, as then HSR will be using this bridge as well. (And, the choice of elevated vs at-grade for the SF-SJ segment entering Diridon is also tied to this.)
Is the replacement of the Los Gatos Creek train bridge being coordinated with HSR?

I have many questions and concerns related to this Los Gatos bridge. Thus, I ask that this subject be reopened for Scoping questions:

- Will the new bridge be constructed in such a manner that it will facilitate the future planned extension of the Los Gatos Creek Trail, or will it preclude such an extension? Are the agencies coordinating with the City of San José and its trails and parks planners? From what I've heard, the contracts for the replacement bridge are right now going out for bid, and the current construction plans, as revealed to the City of San José, call for a design where the trail will likely be under water for 40 days per year and unusable for perhaps as long as 4 months a year.
- We've been told that the two existing track bridge will be replaced with a three track bridge: freight and CalTrain apparently can't (or won't) share a single track during construction and so a new bridge for the third set of tracks needs to be constructed as a temporary "shoo-fly" track before either of the existing tracks on the bridge is removed and replaced.
- We've been told that the Diridon Station management plans count on using this third track after construction is completed for use as a "tail track" to help simplify operations at the Diridon Station. In discussions with CalTrain two years ago, we negotiated that, once construction was completed, this third track would be "terminated" with a stop and barricade prior to reaching the Auzerais crossing so that local traffic would not be impeded by the lowering of crossing arms every time a train was shunted on to this tail track.
- But now, with the electrification of CalTrain as part of the Blended HSR, would this third track still be a "tail track" (which wouldn't impact traffic on Auzerais), or would it now become half of the double-track to Tamien (in which case it would impact Auzerais, and also would lose its usefulness as a tail-track for Diridon). Would its use for passenger service negate its usefulness for Diridon Station operations?

Submission I004 (Larry Ames, June 8, 2016) - Continued

And my main concern: on which side of the current bridge is this third bridge track to be constructed? If it is to the east of the current tracks, the impact on the riparian habitat of the Los Gatos Creek is minimized, as are impacts to the residents in the Monte Vista housing complex just west of the tracks. Also, as the new bridge is constructed, if the new track is to the east, it would be straightforward to leave room for planned extension of the popular Los Gatos Creek Trail (which presently ends at the underside of the San Carlos Street Bridge) to cross under the Los Gatos CalTrain bridge. However, the existing, old, and planned-to-be-replaced San Carlos Street Bridge has a set of pilings (a "bent") that blocks an eastern alignment, and so this third set of tracks is now being planned to be constructed on the western side of the existing line, thereby causing severe negative impacts to the creek habitat, the future trail extension, and the residents of Monte Vista.



One solution would be to replace the San Carlos Street Bridge before replacing the train bridge, and have the SJ Dept. of Transportation design it in coordination with CalTrain and HSR. However, CalTrain wants to replace their bridge now, while San José is still in the early stages of considering the replacement.

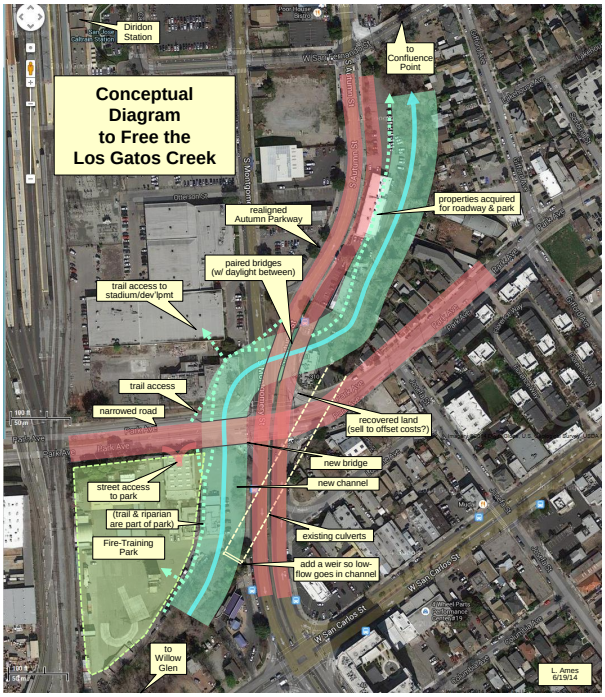
As a retired aerospace engineer, I would like to offer an alternative solution that I recently (finally!) found: just make a minor retrofit to the existing San Carlos Street Bridge and then build the third track on the eastern side where the impacts are less severe. The following graphic illustrates the issues:

- The San Carlos Street Bridge is supported by numerous "bents" (lines of pilings or supporting walls): their positions and orientations can been seen in the graphic by the expansion-gaps in the bridge (highlighted in purple). Note that some of the bents are perpendicular to the bridge alignment, while others are angled to align with the Los Gatos Creek or with the freight tracks heading to the southwest.
- If the train bridge is expanded to the west (left red line), the tracks can easily pass under the San Carlos St. Bridge between a parallel set of bents. However, for the eastern alignment, the way is blocked by a bent that is parallel the Los Gatos and that angles across the potential track alignment.

Submission I004 (Larry Ames, June 8, 2016) - Continued

The photo above to the left shows the offending angled bent, and the photo to the right shows the solution: the bent can be reconstructed, with a new piling on either side of the track and a new "cap" across the top. It appears that the San Carlos Street Bridge has already been retrofitted once, when the light rail tracks were installed a decade or two ago. (This bent alignment is readily visible in aerial view, crossing the light rail tracks.) The bent labeled "interfering bent" could be similarly retrofitted to enable the better eastern alignment.

Q10: In addition to the planned extension of the Los Gatos Creek Trail, the HSR in the vicinity of the Diridon Station also impacts the Guadalupe River Trail (especially in the vicinity of the 87/280 elevated alignment) and the planned extension of the Three Creeks Trail (just south of Tamien). These trails would allow future HSR customers to arrive at the station without impacting traffic or parking, and their use should be encouraged.



Q11: As has been pointed out at numerous public meetings, the Diridon Station area is destined to become an impressive transport-ation hub, with CalTrain to San Francisco, Amtrak, regional trains (the Capitol Corridor to Sacramento and the ACE Train to Stockton), light rail, and the future BART, all in addition to HSR, and HSR is participating in the reconfiguration of the Diridon Station area. I'd like to alert you to one of the possible plans for the area: the "daylighting" of the Los Gatos Creek at Park and Montgomery (at the southern end

Submission I004 (Larry Ames, June 8, 2016) - Continued

of the study area). The creek was buried in culverts some 50 years ago to facilitate streamlining of some minor arterial streets, back in the day when the car was king and nature was to be subjugated. The idea is that, now as the area is redeveloped, a creek channel could be reconstructed to allow for a more natural creek environment and also for the continuation of the Los Gatos Creek Trail. (The existing culverts could even be left in place to serve as a flood bypass channel.) The Los Gatos Creek Trail could then help ease congestion in the area by separating cyclists and pedestrians from at-grade street crossings, and also by providing alternative means of reaching the train station. (Note that the State has a policy (AB32) to reduce greenhouse gases (GHG) – it's one of the reasons why HSR is important. San José also has a General Plan (Envision-2040) that calls for a 40% reduction in Vehicle Miles Travelled (VMT). Improving trail access to the Diridon Station would help reduce both GHG and VMT.)

Q12: While Diridon will provide an amazing array of public transportation alternatives for arriving HSR passengers, nonetheless not everyone will (or can) give up on driving a car. Rather than consume valuable nearby real estate with parking lots for rental cars, can there be some means of quick connection to the nearby San José International Airport (SJC), which already has a well-established rental car facility? Additionally, a convenient Diridon-SJC connection would encourage residents in the Central Valley to come fly out from San José, rather than continuing on to SFO or going south to LAX. The City (and all us taxpayers and local airline passengers!) have invested billions in the expansion and maintenance of our airport, and I would hate to see it wither because of an inadequate connection. The connection could be by means of a "people-mover", autonomous cars (perhaps on a dedicated roadway?), or by frequent shuttle buses. Whatever the method, there needs to be provisions in the station area design to accommodate this connection.

As I stated at the beginning, I am glad that High Speed Rail is coming to San José, and I'm glad that it will blend with an electrified CalTrain system. It all will have a profound impact on the region, both positively and negatively, and everything seems to be happening in the Diridon Station area. I once again urge either that the EIR for the San José to Merced segment of HSR and the CalTrain bridge over the Los Gatos both be reopened for scoping questions, or that that portion of the SJ-Merced section between the Diridon and Capitol Stations and the CalTrain bridge both be incorporated in with the evaluation for SF-SJ segment.

I would be pleased to answer any question or provide more background information.

Thank you,

~Larry Ames
Dr. Lawrence Lowell Ames; Larry@L-Ames.com
retired aerospace engineer and longtime environmental-, community-, and trail advocate.

cc: HSR: Ben Tripousis, Bruce Fukuji
HSR consultants: John Litzinger, Dominic Spaethling, Gary Kennerley
CalTrain: Jill Gibson, Brent Tietjen, Casey Fromson
City of San José: Mayor and Council, CMO, DOT, OED, PRNS
Friends of CalTrain, Greenbelt Alliance, Cmte for Green Foothills
Community: J. Urban, H. Darnell, J. Dresden, D. Arant, E. Rast, J. Leyba, D6NLG

Submission I005 (Paul Archambeault, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE ✓9
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: PAUL ARCHAMBEAULT
DATE: MARCH 25, 2016

REPRESENTING: SELF
EMAIL: parch38@gmail.com

ADDRESS: 894 HELENA DRIVE
PHONE: 669 245 9309

CITY: SUNNYVALE
STATE: CA
ZIP: 94087

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○YES ○NO

COMMENTS:

- 2 TRACK "BLENDED" DESIGN MUST STILL BE GRADE SEPARATED & SAFETY CONSIDERATIONS BOTH AUTO & PEDESTRIAN
- 4 TRACK CONFIGURATION THROUGH EVERY COMMUTER STATION TO ALLOW FOR HIGHSPEED PASS THROUGH.
- DTX A MUST TO MAKE THE SYSTEM BE OF 'TRUE' VALUE TO THE TRAVELLING PUBLIC AND TO COMMUTERS.

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I005 (Paul Archambeault, May 25, 2016)

PAUL ARCHAMBEAULT: I am Paul Archambeault.

I just want to confirm the approach to -- even though it's a two-track blended system, that it doesn't eliminate all grade crossings. And I think even though it's a two-track blended system, all grade crossings should be separated. This would help to maintain the high speed of the trains. They could be raised above 110 miles an hour if all grade crossings are gone.

It would remove the unsafe conditions of car crashes that several people have mentioned.

It would also allow the system to isolate the roadbed to prevent the very unfortunate suicides that Caltrain and that right of way has experienced in the Palo Alto area.

Then the other thing I would like to say is to please consider, at all Caltrain commuter stations, to have a bypass high-speed track, the way they do in New Jersey, where the local trains come by the platform, but there's a high-speed center track. That would also maintain the high-speed rail and would improve safety at the commuter stations so people wouldn't be whipped by high-speed trains passing.

The other thing is, I would absolutely promote extending the train to the DTS Transbay terminal, to make the station finally customer-viable. I've lived in

Submission I005 (Paul Archambeault, May 25, 2016) - Continued

the Bay Area more than 70 years, and extending Caltrain to downtown San Francisco has been a dream of the users of the system, but has never won the political will to make it happen. I think now we have the chance to make it happen and have a system that really supports the user rather than the politicians.

Thank you.

Submission I006 (Roger Bazeley, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Roger
Last Name : Bazeley
Business/Organization :
Email : roger.bazeley@comcast.net
Stakeholder Comments/Issues :

REF: CHSR San Jose to San Francisco segment, May 23, 2016 Scoping
Meeting-Attendee (Public Comment-Oral with written Study Submittal)
Subject: Submitting Survey/Study author Roger Bazeley as Public Comment of
Strategies, Support, and Concerns in planning and building out the SJ-SF
segment
san.francisco_san.jose@hsr.ca.gov

TO: Mark A. McLoughlin

I am in support of the "Bookends" approach to electrification and preparation of the Caltrain corridor to handle the California High-Speed
Rail connectivity and routing from San Jose to San Francisco third street
and eventually into the Transbay Station as its terminus.

It has been felt by management and supporters that electrification would
allow Caltrain to run lighter, faster, and cleaner trains resulting in increased ridership. By incorporating an advanced train-control system,
mandated by FRA for commuter lines, it would also support the infrastructure
needed to carry high-speed trains through the Peninsula without significant
new construction. Further advantages would also result in quieter, quicker
layover/dwell times, and improved environmental benefit. However, this still
might create over the years of increased projected population growth and
passenger capacity a constraint on line capacity with a two track system
running both local and express HSR services, running only two CHSR trains
per hour at a speed cap of 110 mph. The plan has not advanced the expensive
$4.2 billion funding for the extension to San Francisco's Transbay Terminal/Multi-modal Transportation Center connecting MUNI, AC Transit,
Sam-Trans, BART with the CHSR. The Caltrain terminus station is currently at
3rd and King Streets near the AT&T Giants Ball Park, with enough

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

tracks to
provide initially for the added CHSR trainsets for passenger embarkation and
debarkation connecting with MUNI.

Caltrain 2025 is an ambitious plan to modernize the system, expand capacity
and improve safety by 2015. The program includes three projects: 1) electrification of the railroad; 2) positive train control; and, 3) electric-multiple units. I am submitting my Mineta Transportation 2012
High-Speed Certificate project in its entirety as public comment on the
proposed strategies and concerns planning and building the San Jose to San
Francisco as a key leg of the CHSR project and its relationship and connectivity to the entire proposed multi-phase CHSR planned route and pints
of multi-modal connectivity.

Respectfully Submitted,

Roger Bazeley
Transportation Consultant and CHSR Advocate, Design Strategy-USA;
USCG-AUX Public Affairs FSO-PA D11N, Maritime/RBS Safety/EXAMS/Transportation Photography
Mineta Transportation M.S.T.M, Transportation Management, C.H.S.R.M
Certificate High-speed Rail Management
Pratt Institute, NY: M.S.I.D. Master's Industrial Design

bazeley@comcast.net
San Francisco Resident

Your message is ready to be sent with the following file or link attachments:

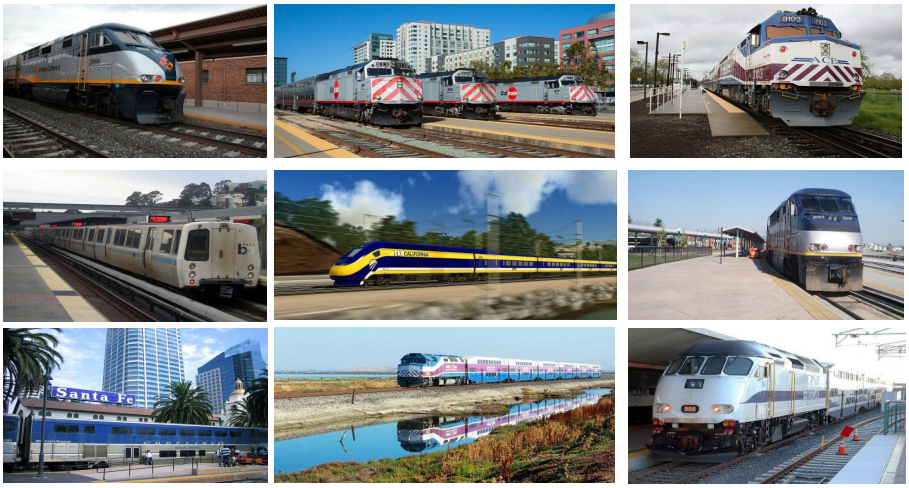
BAZELEY.R_HSRM-296E_Managing California's Incremental Intercity Passenger
Rail Programs.pdf

Note: To protect against computer viruses, e-mail programs may prevent
sending or receiving certain types of file attachments. Check your e-mail
security settings to determine how attachments are handled.

Submission I006 (Roger Bazeley, May 25, 2016)

Managing California's Incremental Intercity Passenger Rail Programs in Support of Future High-Speed Rail

A Survey of the Caltrain Intercity Rail Corridor, Proposed Incremental Infrastructure Improvements for Supporting Statewide CHSR Connectivity



Capitol Corridor, *Caltrain*, ACE Altamont Express, BART, *CHSR* 2035, San Joaquin, Coast Starlight, Pacific Surfliner, Metrolink

Roger Bazeley

High Speed Rail Management-MTM-296E
Instructor Stan Feinsod
March 2, 2012

Mineta Transportation Institute
College of Business
San Jose State University, San Jose, CA 95192-0219

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Abstract

The current 2010-2035 political reality and financial condition of the U.S. economy and California's state budget has created long-term challenges delaying the rapid development of proposed High-Speed Rail projects in the 5-8 key identified U.S. mega-regional rail corridors such as California's planned statewide ultra-high speed system that would connect the state's North, Central, and South mega-regions. This survey will review and access the choices in moving forward to future passenger ***high-speed rail*** and ***ultra high-speed*** rail by legislating funding and implementing incremental improvements to existing metropolitan regional connecting passenger rail systems' service infrastructure, and accessing the future impact upon local metropolitan future planning related to projected 2035 population growth.

The survey includes a review of mega-regional rail connectivity and legislative efforts to fund the multiple levels of urban, inter-city/commuter, regional, and high-speed/ultra-high-speed rail to connect important mega-regions of economic activity and large population through a phased incremental higher-speed passenger rail improvement program (HSIRP).

This review also looks broadly at the statewide implementation of the HSIPR program that would improve connectivity and shorten existing travel/trip durations for customers. This also supports the future mega-regional connectivity of building the CHSRP, with an emphasis on the application of these improvements to **Caltrain** to enable the planned CHSR to run its advanced ultra-speed trainsets on existing right-of-way as a shared/ blended system with Caltrain modernized trainsets, system electrification, ATC and high-tech signaling improvements. This is the Northern California part of CHSRA's new "**bookends**" Plan for investment in connecting Northern and Southern existing passenger rail assets.

The proposed/planned California High-Speed Rail system route segments have different types and levels of multi-modal transit feeder services connecting at major city station hubs including light-rail, medium-heavy rail, and on-going bus transit improvement "system packages" with different service and infrastructure attributes which can be up-graded in incremental phases along with regional passenger rail infrastructure. These connecting modes also include metropolitan public transit Rapid Bus with Signal Priority Technologies (Smart Corridors), and proposed advanced BRT with exclusive bus lanes.

To successfully meet the future transportation needs and travel demand of all local community transportation improvement stakeholders, there is a need to concurrently improve multi-modal public transit and passenger/commuter rail systems interface and connectivity with the planned California *High-Speed Rail* system at all of the proposed segment station/transit hubs. The consideration of communities and stakeholders experiencing the immediate and on going benefits of incremental multi-modal rail and public transit on the local level is a benefit as well as the lower cost considerations of closing the "**Multi-generational time gap**" of the ***ultra-high speed*** CHSR for completing the mega-regional connectivity from northern California to southern California.

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EXECUTIVE SUMMARY

The CHSRA outreach presentation of the initial project concepts and route selection efforts fell short of presenting alternatives of leveraging existing transportation assets in place to use existing rail rights-of-way in a blended/shared mode for the initial lower cost implementation of the "multi-generational" CHSRP. The importance of presenting passenger rail stakeholders and the public with a balanced perspective of analyzing the positive or negative impacts of future implemented High-Speed Rail improvements upon the planned CHSR system routes and the simultaneous immediate benefit of incremental improvements to connecting urban, inter-city and regional rail feeder systems can not be under stated. Current CHSR plan modifications suggest incorporating shared tracks/partnerships to fund incremental higher speed passenger rail improvements to rail infrastructure, operations, and technology; thereby shortening commuter and inter-city travel time by raising operational speeds from the FRA 79 mph to 110-125 mph and even 150 mph in the Amtrak Northeast Corridor ─ as targeted by the 1994 Swift Rail Development Act, the 1995 Next Generation HSR Program, and reaffirmed by APTA in 2010.

It is critical that all of the major connecting passenger rail systems and operators coordinate their incrementally higher-speed passenger rail improvements with a set of standards that will enable the CHSR to operate on their right-away/track to connect efficiently with the key urban/city station multi-modal transportation centers. All of these rail operators/systems need to include in their vision and organizational structures a "TOD Planning Team" to generate revenue through multi-use TOD at their stations to off-set operating costs and provide "capital" to improve their system facilities. The benefits of TOD along city, metropolitan, and regional transit corridors is also key to business and ridership growth along all multi-modal transit and rail corridors by leveraging the "convenience/accessibility" of transit connectivity to housing, work, shopping, and entertainment venues and urban assets. The marketing and "Branding Identity" of TOD and the various operational and design attributes of the station infrastructure and the use of "leading edge" engineering and "industrial design" on all system components including train-sets are strategic in being a "customer/user" generator. The entire HSIPR "family" of connecting urban, inter-city, and mega-regional rail feeders becomes benefactors of these strategies as well as, sustaining future *California High-Speed Rail* rider-ship and revenue profitability.

California's ambitious goal to build a CHSR system with integrated infrastructure elements offers a unique opportunity to ensure that the future CHRSP "unified system package" supports regional and local passenger rail and public transit corridor businesses and their community's economic vitality. Incremental Passenger Rail improvements (HSIPR) that support future CHSR can be a progressive mode choice where land-use and the projected 2035 California population growth indicate a need for faster and higher capacity service to replace or supplement slower more traditional train services and reduce demand on regional highway and state air-corridors. Many medium sized cities which are primarily served by traditional highway infrastructure bus systems are showing selective growth patterns and a growing demand for public transportation and commuter passenger rail with faster service and higher capacity levels.

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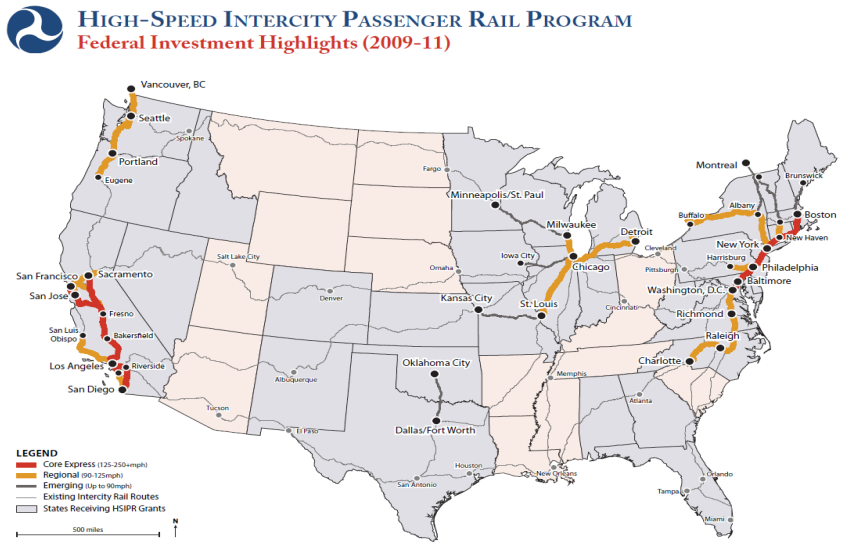
The Funding Prioritization of Incremental Higher-speed Passenger Rail Improvements vs. Ultra High-Speed Rail for "Geographic/Mega-regions"

The theoretical case has been made for investing priority in both Incremental Higher-speed Passenger Rail improvements (HSIRP) and *Ultra High-speed rail* within geographically defined "mega-regions" where population and economic growth forecasts increasing congestion have a growing demand for higher-capacity high speed rail as a transportation mode choice between driving and flying is supported by various land-use "think tanks". Petra Todorich, Director of "America 2050" states in a study by the Lincoln Institute that targeting these mega-regions for priority funding is seen "as a transformative investment ─ a generational investment."



On February 17, 2009 the American Recovery and Reinvestment Act (ARRA) was signed into law. As part of this legislation, $8 billion was provided for intercity and high-speed rail projects. On July 10, the Federal Railroad Administration (FRA) received pre-applications from 40 states totaling $103 billion. The FRA is implementing these passenger rail programs through the statutory program structure of the Passenger Rail Investment and Improvement Act of 2008, signed into law by President Bush. Congress has supplemented the initial $8 billion with additional appropriations of $2.5 billion in FY 2010. The present Administration has proposed an authorization of $53 billion for high-speed rail over the six years from FY 2012 through 2017 which is of March 2012 stalled, along with long-term SAFETEA-LU reauthorization.

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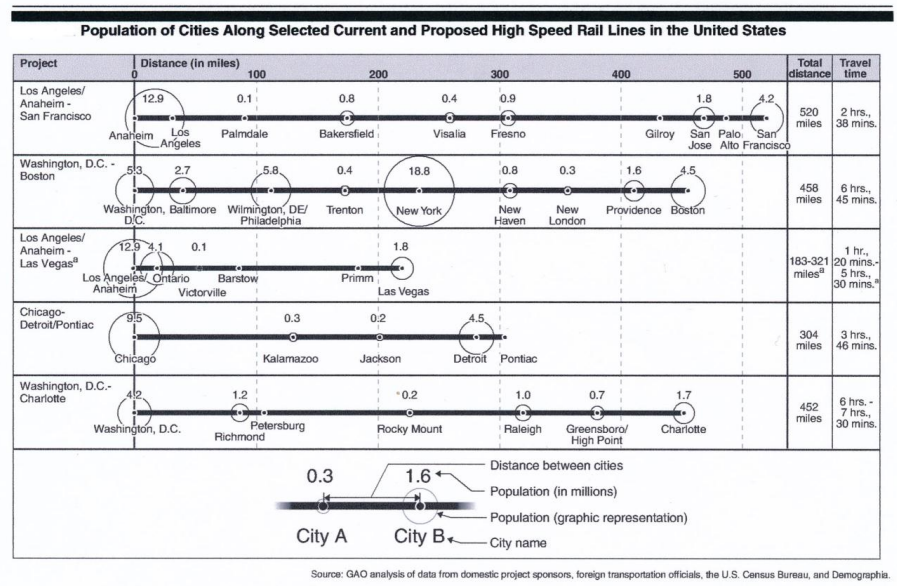
The "mega-region" between San Francisco and Los Angeles and between Boston and Washington, D.C., most closely in projected growth in population, industry and job development, land-use trends, and transportation capacity demands ─ mirror established European and Asian HSR systems like France's TCG route between Paris and Lyon, Japan's "Shinkansen" Tokyo-Nagoya-Osaka corridor, and Spain's Barcelona-Madrid High-speed rail route. Amtrak's Boston-New York Acela Express train is the closest U.S. operating higher speed rail system, which uses advanced train sets with tilting adjustable suspension to boast capability in some sections to 150 MPH, but in fact due to congestion and frequent curves averages less that half that speed. A proposed 30 year investment of $117 billion over 30 years for design, permitting, land acquisition, and construction would be required to reduce travel time between Boston and New York to 2 hours, and New York to Washington to 90 minutes.



The California High-Speed Rail Project with its planned leading edge exclusive right-of-way, advanced train-sets, and state-of-the art operational and safety technology attributes is the current future hope for a truly quality ultra high-speed rail system to be built as a (DFFOM) project supported by Federal, State, and local funding mechanisms. The funding and approval process will require CHSRA management transparency and accountability, which is in need of streamlining and incorporating an innovative business model plan that will produce private sector growth in generating revenue and profit streams for reinvestment ─ to manage, maintain, operate, and expand while improving existing passenger rail connecting system reliability, faster travel and overall HSIPR customer experience and route connected communities' quality of life.

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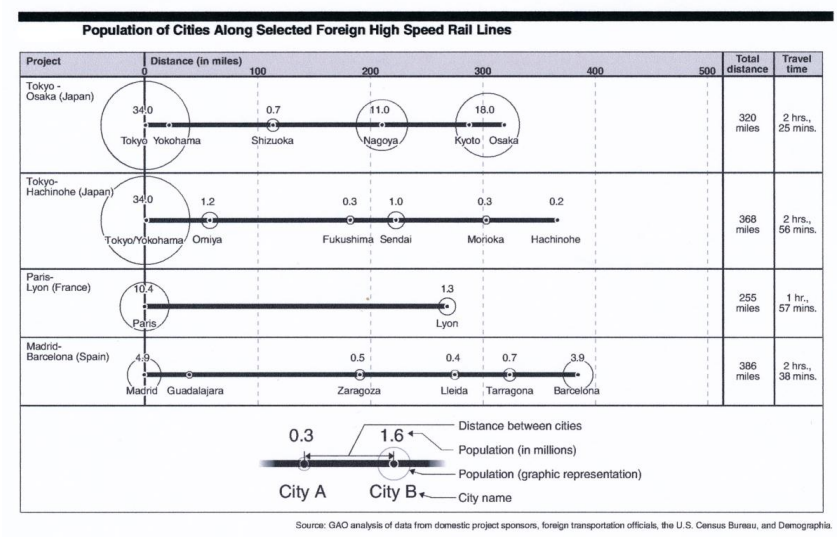
A key goal in supporting the building of California's high-speed rail network is the growth of jobs in the construction, servicing, operating of the system and sustainable employment growth and supporting mega-region industry, retail, and business job creation. Building new lines and refurbishing American rail may be seen as a smart business plan–with U.S. and international companies interested in investing in factories in the U.S. to build train sets, parts, and possibly service facilities. Looking at European and Asian HSR models for financing, infrastructure construction, and operating high-speed rail systems it could be deducted that centralized government, smaller defense budgets and dedicated taxes with a targeted national priority of building high-speed rail has been helpful in accelerating European/Asian HSR growth.



In France and Spain, as HSR networks were built, regional air traffic was cut at least in half. California's plans for a grade-separated, true high-speed train that will theoretically cruise along at 220 mph is the most ambitious U.S. HSR plan to date, and in line with global HSR trends, and a true mega-project in scope and funding requirements.

The U.S. current level of debt and slow GNP growth with the burden of huge entitlement program costs and mounting global defense costs added to deteriorating revenue growth to keep state budgets in the black over several decades has put the U.S. at a disadvantage in dedicating major resources toward building a national high-speed rail system like Japan's. For U.S. high-speed rail to move forward, John Mica (R-Fl), current Chairman of the House Transportation Infrastructure Committee and others are looking to the private sector and find a way for rail to be built and operated as a Public-Private partnership investment. Targeting the highly trafficked U.S. corridors can bolster the case for such investment.

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However, "The Administration continues to fail in attracting private investment, capital and the experience to properly develop and cost-effectively operate true high-speed rail," according to Railroads Subcommittee Chairman Bill Shuster (R-PA). There are some unresolved right-of-way issues and cost estimates challenging the California High-speed Authority in building a leading edge HSR system that will run at 220 mph. In 2008, California residents still passed a $9.9 billion bond. California has continued to get various stimulus funds for their project because they are further along with environmental assessment impacts than some other states, and several state Governors rejected stimulus funding for building HSR in their states based upon political and state budgetary rationalizations. Also, the train in California will be truly high-speed, grade-separated, and cut down on air traffic and vehicle congestion as well as, air quality degradation due to California State's 2035 projected increased air and vehicle travel demand.

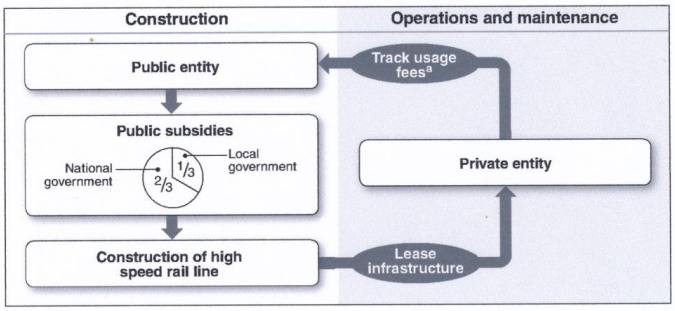
The California HSR infrastructure was originally estimated to cost at least $40 billion, and it will realistically cost at least $100-$117 billion even more than that with train-sets and future segment expansions. No one is arguing that cutting-edge HSR is cheap. France's TGV, however, paid back its construction costs after 12 years of service, and the Paris-Lyon service continues to turn a small-moderate profit. It should be noted that in 2010 not all of TGV system lines and services were profitable. Twenty percent of all TGV services lost money in 2010, and some services may eventually see reductions and elimination. However, the bulk of TGV services, even in the economic downturn, continue to break even or make a profit.

High-speed rail costs more to build to truly run at 150/220 mph or faster, with a dedicated, grade-separated track like the one that California has proposed, but they can offset some costs by ticket pricing structure and might displace airport congestion, saving taxpayer dollars. However this reviewer believes that the funding offset strategy and revenue and profit generation is a much more complex and dependent element of a more complex business modeling strategy required to be put in place by the California High-Speed Rail Authority. This requires a substantial shift in the CHSRA management and operation planning philosophy in looking at how they can adapt the "best of the best" and not succumbing to a mediocrity of compromise in the actual mission of operating the completed California HSR system. U.S. politics and the lack of legislative cooperation on transportation funding re-authorization with a dedicated long-term funding stream for High-Speed Passenger Rail, by a consensus of Republican and Democratic Party support—is bleeding future HSIPR programs and U.S. HSR to death.

In many parts of the world, some of these ***HSR*** systems over several decades recover their initial investment and grow supportive local economies through TOD private/public partnerships and local redevelopment. For high-speed rail to move forward, Congress and others are right to look to the private sector and find a way for ***Ultra/High-Speed Passenger Rail*** to be an appealing investment. Perhaps starting with highly trafficked passenger rail corridors that will make the case for prioritization of federal investment through a combination of incremental passenger rail system infrastructure improvements and select mega-regional ***Inter-City Express*** trains and Ultra/High-Speed Rail mega-regional connectors like the CHSRP is the way forward to the public embracing Ultra/High-Speed Rail's benefit vs. its cost.

This gives a serious rational for looking at the Japanese "Shinkansen" business and management model for building/constructing, implementing, expanding and financing through revenue and profit generation from a nationalized/public sector managed JNR infrastructure build-up to their 1987 privatization. The operators support customer service and profit driven business through private and public sector cooperation/partnerships and land-use development agreements.

Public and Private Sector Roles in High Speed Rail Development and Operation in Japan



Source: GAO.

[a]According to Japanese officials, track usage fees are set at the break-even level, assuming the rail operator's income is only from ticket revenues. This fee is set for a 30-year period, indirectly providing incentives to improve the operational efficiency of the rail operator over time.

The initial start of the first 100 Series Shinkansen line started with Japanese Government approval in December 1958, and construction of the first segment of the Tōkaidō Shinkansen between Tokyo and Osaka started in April 1959; operational in 1964. The cost of constructing the Shinkansen was at first estimated at nearly 200 billion yen, which was raised by way of a government loan, railway bonds and a low-interest loan of US$80 million from the World Bank. Initial cost estimates, had been deliberately understated and the actual figures were nearly double at about 400 billion yen, when the budget shortfall became clear in 1963. Many other planned "Shinkansen" lines were delayed or scrapped entirely as Japan National Railways slid into debt throughout the late '70s, largely because of the high cost of building the "Shinkansen" network. By the early 1980s, the company was practically insolvent, leading to its privatization in 1987

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among Japanese operators. The amazing historic reality of their Japanese Shinkansen" and the JR connecting systems of inter-city express trains has resulted in an amazing operation history of safe and reliable travel across their multi-modal rail system, especially the "Shinkansen".

The New Reality Economic Reality for U.S. Ultra High-Speed Rail

There continues to be political and financial difficulties in moving forward and adequately funding U.S. High-Speed Rail projects required massive infrastructure spending: no single project is without its drawbacks, and even some of the most promising projects like the California High-Speed Rail Project for mitigating congestion from future projected population growth may be years away from completed implementation and system operations.

The United States and specifically California has a more developed multi-modal transportation system that presently provides a mix of air, freight and local/regional commuter rail, bus systems, Interstate and state highways and maritime transportation, that offer currently affordable mobility choice than countries like China, Spain, Taiwan who are rapidly advancing their ***Inter-city HS Express*** and ***Ultra High-Speed Rail*** networks. Is it vital for California and the U.S.A. need to constantly maintain, repair and improve its entire transportation infrastructure as well as developing high-speed rail and improved commuter rail systems? The answer in the terms of mobility improvement, economic and lifestyle productivity, and managing the reduction of traffic congestion and the ensuing negative environmental impacts due to land-use demand by 2035; is a resounding yes! But, how do we create an appropriate political prioritization that favors and funds for leading edge high-speed rail projects like the California High-speed rail system and others that will be needed in the 5-8 key U.S. economic mega-regional rail corridors?

The International Monetary Fund projects that China will grow at a rate of 9.5 percent in 2011, far more than the U.S.'s paltry 1.5 percent creating concern over the long-term funding stream needed by the FTA to implement a complete and economically sound system of High-speed rail in the U.S. "China continues to have much faster economic growth than we do, partly because they're spending much more aggressively on 21st century transportation like high-speed rail," (Phineas Baxandall of the U.S. Public Interest Research Group; Huff Post, 2011-10-02; *China High-Speed Rail Offers Few Lessons For U.S. Beyond Growth Potential.*)

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A similar rapid development as a national priority, of HSR seems more distant in the current U.S. economic climate and socio-political horizon. The U.S.'s much more stringent planning and EIR Environmental Review processes, federal funding requirements, and in part because of congressional hurdles, the implementation progress on high-speed rail here has been much slower. The rate of long-term GNP growth projections is a critical stakeholder concern in the U.S. sustaining the funding of transportation mega projects like the California High-Speed Rail project let alone significant proposed nationwide HSR and HSIPR connectivity.

USA Proposed HSR Future Network-U.S. Railway Association Map

Moving the CHSRP Forward by Leveraging Existing Rail Assets through Incremental Passenger Rail Infrastructure Improvement

Traveling the last miles through mega-regional metropolitan areas to the urban core or proposed HSR New Stations/Regional Multi-modal Transportation Centers for the start or terminus of the customers trip becomes a "Travel Time/Trip Duration Extender" that can significantly detract or enhance the customers' selection or choice of HSR as a preferred travel mode over flying or driving between cities and mega-regions. The further the distance of travel and more importantly the longer the trip duration the more significant the total trip travel time is impacted by the "last mile" the door to door connectivity convenience and costs. The real time of traveling to Los Angeles or San Diego from San Francisco/Oakland/San Jose can be an additional hour and a half before the departure of a flight from SFO/Oakland/ or even San Jose plus the flight time of 2 hours and an additional 1 hour at the arrival point to the final destination equaling 3.5-4.5 hours travel by flying, or 3-3.5 by CHSR compared to 7-10 hours driving Interstate 5 north to south.

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There is a new emerging national trend in certain mega-regions of "**super-commuters**" who live in San Francisco but work in Los Angeles or live in New York City and work in Washington, D.C., Boston, or Philadelphia on the Northeastern corridor during the week utilizing flying and the Amtrak Acela HSR service. The super-commuter is defined as someone who works in the central county of a given metropolitan area, but lives several hours beyond the boundaries of that metropolitan area. A growing number of people are traveling very long distances to work. Many of them travel hundreds of miles from their homes to work taking a combination of cars, planes, trains and buses to get from home to the office.

"From 2002 to 2009 the number of super-commuters grew in eight of the 10 largest U.S. metropolitan areas. The growth of super-commuters has occurred not just on the East Coast, but in cities such as Seattle and Houston, which had the greatest increase. The typical super-commuter is under 29 and more likely to be in the middle class. Super-commuters are well-positioned to take advantage of higher salaries in one region and lower housing costs in another," stated in the New York University, Rudin Center for Transportation Report. This is part of the new economic reality where working couples and families can not find work or career advancement opportunities in the same city, or even relocate the family due to regional differences in housing costs and salary income levels. So there is a growing demand on faster passenger/commuter rail and public transportation with shorter travel times and seamless door to door connectivity.

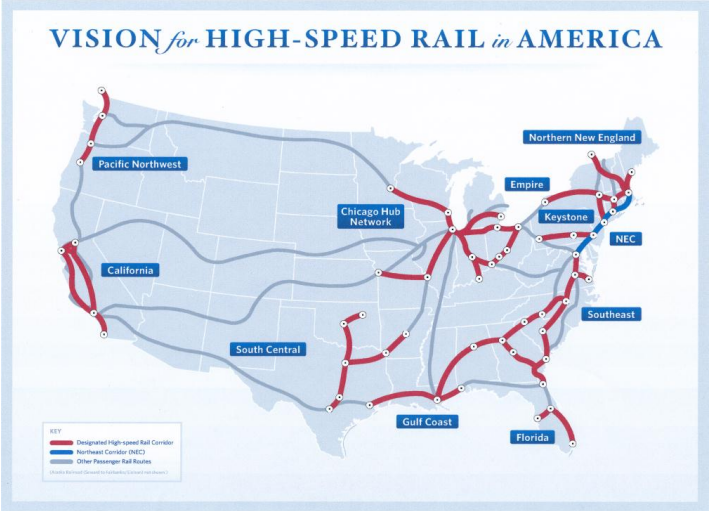
The U.S. over the years of the growing "car culture" has had a decline in rail travel investment or a network of passenger rail lines that knit its regions together. The U.S./California higher personnel incomes promote choice in travel modes that maximize flexibility and speed. Present commuter rail as a fixed route transit system, is currently less flexible and slow compared to air travel in connecting to major cities. As airlines have exponentially increased connectivity with cities of all sizes and locations, competition has also reduced the relative cost of air travel to the point most households can get to their long-distance destinations faster and cheaper via air. Traveling by car for shorter distances of 100-200 miles when factoring in the door to door travel convenience, can be more comfortable and faster than the time of taking several poorly connected transportation modes and or going through early check-in, flight security screenings, and/or air traffic delays due to weather, airport capacity peaks.

Even if high-speed rail were to double the number of riders, its market share would be small compared to air travel. The Amtrak in 2008 accounted for just 6 billion passenger miles compared to U.S. airlines accounting for 583 Billion passenger miles (RITA-U.S. DOT). Thus, the prospects for high-speed rail to compete effectively for a meaningful level of travelers in the U.S., unlike China, is fundamentally limited, and without a significant shift in the U.S. "business model" of developing and operating a HSR system massive ongoing subsidies might be required to keep the U.S. train systems operating once they are built and possibly limiting expansion opportunities.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Legislating Funding Sustainability for Improving U.S. Mega-regional Connectivity with High-Speed Rail and Incremental Passenger Rail Improvement Projects (HSIPR)

There is a new national and global financial reality of funding affordability and tax payer resistance that is impacting sustainable U.S. funding of all transportation infrastructure projects, especially in the development of near future high-speed (150 MPH plus) and ultra high-speed (200 MPH-300 MPH) "bullet train" mega projects requiring billions of dollars of funding and interest carrying charges. "Since the federal Department of Transportation started handing out high-speed rail funds from the Recovery Act in January 2010, about $5 billion was awarded to HSR exceeding 125 mph, 1/60th of what China has spent so far, in Fiscal Year 2012. (U.S. DOT, Senate Appropriations Committee) The U.S. is shockingly behind the times and global trends in connecting its mega-regions with the ultra-high speed rail let alone high-speed inter-city express trains, other than the incrementally improved east coast Amtrak Acela.



Going back historically to the "**Swift Rail Development Act**" of 1994, which found that the development of suitable technologies for the implementation of high-speed rail to be in the national interest, and authorized the FRA to undertake the necessary technology development. "The current technologies applied to existing routes provide an attractive, practical alternative to meet 1994 and future mobility demands on corridors connecting major urban areas up to 400 miles apart, at operating speeds of 110-125 mph, and potentially up to 150 mph."

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The 1995 "Next Generation High-Speed Rail Technology Demonstration Program" includes the following four elements:

- Positive Train Control
- High-Speed Grade Non-Electric Locomotive
- High-Speed Grade Crossing Protection
- Track and Structures Technology

Many of the existing shared freight and passenger rail corridors operating speeds are still capped at 79 mph by the FRA, utilizing older signal block and control systems in need of improvement. The "Next Generation HSR 1995 Program" recommendations were further advanced by the American Public Transportation Association (APTA) in an adopted policy statement, "*Fleshing out an Ongoing Federal High-Speed and Intercity Passenger Rail Program: Principals for a Legislative Framework*", October 3, 2010. The preamble stated: "The act should clearly state the **intent to integrate high-speed and intercity passenger rail (HSIPR) corridors** across the United States **with the existing Amtrak network**, with commuter rail and transit operations wherever possible to create a national passenger rail network." There was a stated emphasis on the passenger rail network being a part of a "***balanced, multi-modal, and inter-connected national transportation system*** that would enable America's air, rail, and highway systems each to function most efficiently."

There were 23 key points in this APTA proposed legislative framework which included:

1. Preamble: to clearly state the intent to integrate high-speed and intercity passenger rail (HSIRP) corridors with the existing Amtrak network, with regional and local commuter rail and transit operations whenever possible.
2. Separate HSIPR Title in Surface Transportation Authorization Legislation, funded by other than Highway Trust Fund Revenues.
3. Funding Levels, not less than $50 billion for initial 6 year authorization period, supplementing the $10.5 billion provided through the American Recovery and Reinvestment Act of 2009 and FY 2010 transportation appropriations. APATA calls for a separate title of no less that $123 billion over six year.
4. Funding Partnerships: Federal Share 90% with a combination of federal, state, local, regional, and private funding. Tax incentive to attract private sector investment.
5. Dedicated separate Federal funding and revenue source for planning, design, and construction of HSIPR program projects.
6. Ability to leverage funding through public and private financing for faster implementation, less cost, and shared risk---eligible federal credit support programs.
7. National vision, plan and flexible goal strategy for implementing (HSIRP) in defined and agreed upon corridors to increase the speed of passenger rail to shorten intercity trip time.
8. Combination of annual and discretionary grants for streaming annual funded formula allocations in a constant manner to forward the completion of rail projects as scheduled.

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Consideration for projects acquiring separate rights-of-way to avoid passenger rail operating in mixed traffic via discretionary grants.

9. Eligibility awarded to sections 301, 302, and 501 of the Passenger Rail Investment and Improvement Act of 2008 PRIIA.
10. Local and Regional Planning of HSIPR projects should be defined at the state and local level, but be aligned with national goals and objectives. The planning process should determine the appropriate type and level of passenger rail for its region (i.e., Express Rail 150 mph+; Regional Rail 110-150 mph; Emerging Rail 90-110 mph; Conventional Rail 79-90 mph.) **Note. Reviewer believes that there is are an additional 3 classifications that could clarify the branding/marketing of HSIPR; Intercity Express HSR 110-125 mph, Regional HSR 125-150 + mph, and Ultra High-Speed Rail running 200 mph plus; i.e,.CHSRP.*) RMB
11. Grant Agreements funded through multi-year authority for adding utility on select corridors.
12. Simplify program delivery, accountability through common standards USDOT and Federal Agencies and EIR processing for HSIPR projects.
13. Expedited grant process may be approved by The Secretary of Transportation
14. Connectivity with existing corridor transportation systems including; current passenger rail, urban transit, regional and intercity bus, airports, highways, bicycle networks, and pedestrian networks is a key requirement in planning and funding decisions for HSIPR projects.
15. Shared corridor facilities benefiting commuters and regional passenger rail to be eligible for investment.
16. Schedule and unforeseen cost contingencies provided for in project agreements/shared risk.
17. Open competition to pre-qualified operating and rail service companies.
18. Access granted by Federal policy change to all freight railroad right-of-way and use of adjacent freight rail rights-of-way must be established to advance HSIPR projects.
19. Apply the statutory liability limit of $200 million on all claims against HSIPR operators, sponsoring agencies, host railroads ─ Amtrak Reform and Accountability Act 1997.
20. Support of Research, Technology and Standards by the HSIPR program entities to establish common standards to insure inter-operability of all levels of passenger rail.
21. Establish DBE, Disadvantage Business Enterprise Program
22. Grade Crossing Elimination funded with in the Federal Highway program.
23. Access to all HSIPR facilities for persons with disabilities through design, communications, ADA design and architectural requirements. *Reference: (23 Point APTA-HSIPR 2010 Policy Statement for Summary)

There lies the dilemma in 2012, 17 plus years since the 1995 "Next-Gen HSIPR" program, of how do we move forward with delivering a "World Class" high-speed passenger rail network for the California Statewide goal of linking the North, Central, and Southern mega-regions together with a Ultra-High Speed Passenger Rail component? How to link and connect the diverse individual Amtrak Rail Operators, Mixed Freight Rail, and public transit systems that are needed to support the CHSRP? By looking at the history of recommended HSIPR improvements and legislative funding efforts for mixed use improvements it is evident that as meaningful and well intentioned as these efforts are; they fall very short of rapid or reasonable implementation or sustainable funding mechanisms. Caltrain has procured a wavier to use heavy rail equipment mixed with European standards rail rolling stock via "Rule of Particular Applicability".

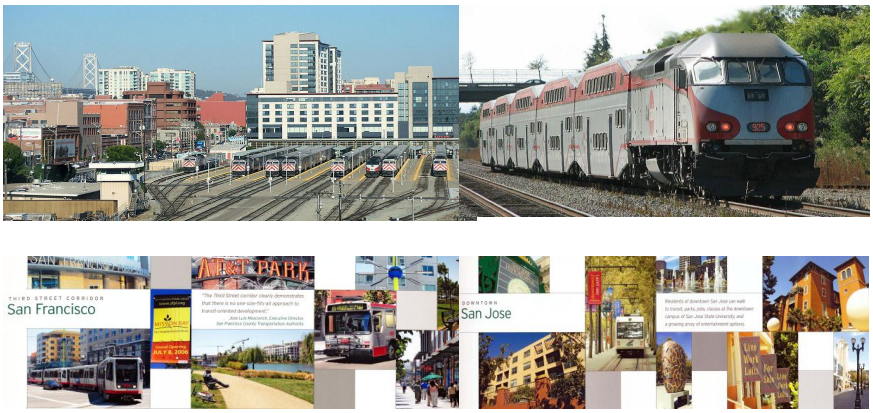
Submission I006 (Roger Bazeley, May 25, 2016) - Continued

The state of the national and state budget further hamper these necessary and highly advised infrastructure improvements for safety up-grades, advancing significantly higher rail speed, and dramatically reducing travel/trip duration between cities and mega-regions with great benefit to regional, state, and national economy in creating a stronger business climate and jobs in the 5-8 key national urban populated mega-regions and metropolitan areas.

In looking at California a review of the key Amtrak passenger rail operations/corridor routes and metropolitan commuter transit for applying the principals of HSIPR incremental improvement, thereby considering running the CHSR on or adjacent to existing mixed use passenger and freight rail right-of-ways as a blended/shared approach may initially result in an earlier time table for service start-up and a less costly way forward for the CHSRP to obtain connectivity.

The EIS/EIR process for upgrading existing passenger rail systems to raise the FRA speeds from the existing 79 mph to 110 has been cleared for several Amtrak corridors running tradition diesel locomotive services as in the case of Michigan, the Cascades, North Eastern Amtrak-Acela corridor, and Caltrain linking (San Francisco-San Jose-Gilroy) with the appropriate signal, PTC/ATC, and infrastructure improvements. Operating HS passenger rail service and equipment on mixed-used track and corridors shared with heavy freight loads and activity designed for 286,000 lbs freight axel loads, can result in higher damage and maintenance issues with the lighter weight European designed HSR electrified trainsets. Mixed use scheduling conflicts will require PTC and/or ERTMS (European Rail Traffic Management System I-II) 2005 technology: equipment, hardware, computers, and software for mixed passenger and freight operations.

CHSRA and Caltrain's Incremental Passenger Rail Blended Plan
San Francisco - San Jose - Gilroy



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Caltrain's—blended HSIRP and Electrification Plan: San Francisco – San Jose – Gilroy 2020-2035 Vision Goals

Fast – it offers passengers a quicker trip with dependability; ***(80/110 mph)***
Safe – **"*improve safety levels*"**, leading edge technology (PTC); **GOAL: *Zero fatal accidents***.
Reliable – moves people effectively; delay time is minimized per train.
Frequent – with 114 trains per weekday 2035 SF-SJ, 6 daily SJ-Gilroy, variety of Train sets
Efficient – operates using technology to lower energy consumption. Multiple unit power (EMU)
Environmentally Friendly – Low noise and Low CO2 emissions, lower environmental impact
Benefits Communities – Social and Economic investment; business and jobs
Catalyst for TOD/Urban Development – CalTrain and CHSR urban and station **TOD**
Promotes Customer Markets – Expansion and Investment opportunities for local businesses
Innovation in customer comfort and services – Comfort technology, industrial design
Local Operational and Community Harmony – Applied uniformity, stakeholder acceptance

The overhaul of California's high-speed rail project could bring the Bay Area $1 billion to electrify Caltrain and lay the path for bullet train service between San Francisco and San Jose sooner than anticipated. The Chronicle on February 13, 2012 published, "that it has learned that officials with Bay Area transportation agencies are in negotiations with each other, and with the California High-Speed Rail Authority, to craft an agreement that would fund an advanced train-control system, electrify the rails on the Peninsula and eliminate some of the rail crossings - perhaps as soon as 2016, five to 10 years earlier than previous estimate". **California Proposition 1A**, the $9.55 billion bond measure approved in 2008 for funding the CHSRP, would pay for the aforementioned CalTrain improvements. The Bay Area would have to match that money with almost $1 billion dollars; $600 million from bond money for HSR service, with an additional $400 million from bond funds dedicated to transit agencies providing connections to the CHSR.

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The former BART director, Dan Richard a Gov. Brown appointed 2012 new chairman of the CHSRA, stated that this would be a way to speed-up the plan implementation by using commuter rail lines to help provide initial HSR service by sharing the Caltrain tracks/right-of-way, and thereby advancing the investment in the CHSRP. A new phase plan for the CHSRP as been put forth to deal with the exponential three fold increase in budget/cost projections needed to build and implement the Ultra High-Speed CHSRP.

Project Vision and Scope – CHSRA

VISION: "Inspired by successful high-speed train systems worldwide, California's electrically-powered high-speed trains will help the state meet ever-growing demands on its transportation infrastructure. Initially running from San Francisco to Los Angeles/Anaheim via the Central Valley, and later to Sacramento and San Diego, high-speed trains will travel between LA and San Francisco in under 2 hours and 40 minutes, at speeds of up to 220 mph, and will interconnect with other transportation alternatives, providing an environmentally friendly option to traveling by plane or car."

The new draft also indicated that the new phased approach would build the first stretch as the so-called spine of the system; starting between Chowchilla and Bakersfield, and then building the Central Valley segment that would be extended toward either San Jose or the San Fernando Valley by 2021─ with Ultra High-Speed trains reaching 220 mph would be run by 2026. This would in the case of Caltrain as a connector require compatible electrification and infrastructure improvements including PTC/ATC, advance signaling systems, and passenger platform facilities to avoid changing trains in San Jose. The CHSRA is also working on the same issues in both Southern California and the Bay Area to eliminate or improve rail crossings and add additional tracks to separate local train operations/and or allow CHSR passing capability.

By working simultaneously to Caltrain and Southern California's Metrolink Commuter Rail system it becomes a "**bookends**" HSIRP solution to building and connecting the CHSRP to the two major California Mega-Regions of populations, industry, and economic activity sooner and possible at a lower initial build-out cost. Caltrain management have wanted to electrify their commuter railroad for decades and have completed plans with the EIS/EIR, but lacked the funding. There are also currently on the Caltrain right-of way 43 at-grade rail/street crossings where intersecting streets need to be taken over or under the tracks; for safety and accessibility.

It is felt that by management and supporters that electrification would allow Caltrain to run lighter, faster, and cleaner trains resulting in increased ridership. By incorporating an advanced train-control system, mandated by FRA for commuter lines, it would also support the infrastructure needed to carry high-speed trains through the Peninsula with out significant new construction. Further advantages would also result in quieter, quicker layover/dwell times, and improved environmental benefit. However, this still might create over the years of increased projected population growth and passenger capacity a constraint on line capacity with a two track system running both local and express HSR services, running only two CHSR trains per hour at a speed cap of 110 mph. The plan has not advanced the expensive $4.2 billion funding for the extension to San Francisco's Transbay Terminal/Multi-modal Transportation Center connecting

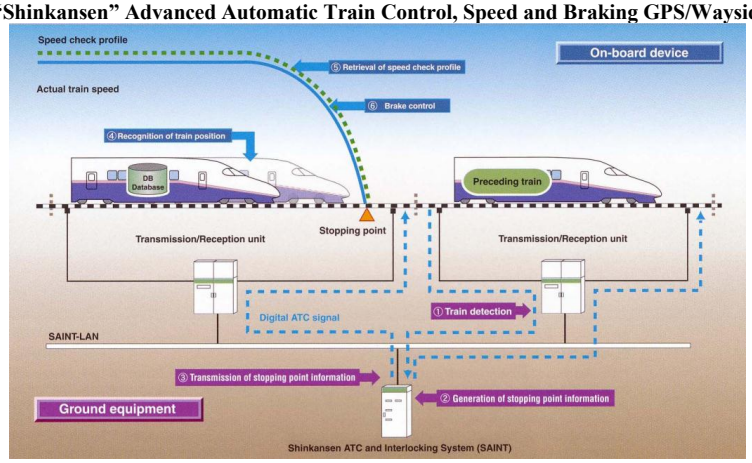
MUNI, AC Transit, SamTrans, BART with the CHSR. The Caltrain terminus station is currently at 3rd and King Streets near the AT&T Giants Ball Park, with enough tracks to provide initially for the added CHSR trainsets for passenger embarkation and debarkation connecting with MUNI.

Caltrain 2025 is an ambitious plan to modernize the system, expand capacity and improve safety by 2015. The program includes three projects: **1)** electrification of the railroad; **2)** positive train control; and, **3)** electric-multiple units.

An electrified train system has many advantages over a diesel system:

- The switch to electric power will reduce harmful emissions up to 90 percent.
- Electric trains are cheaper to operate.
- Electric trains are significantly quieter, a plus for residents/commercial establishments
- Positive train control or PTC* combines Global Positioning Satellite technology with the train's signal system to improve capacity and safety. Caltrain will be able to offer more service. Since PTC allows trains to travel more closely together—(CHSR Compatibility?)
- PTC improves safety by automatically slowing down trains that are traveling too fast and stopping trains before collisions can occur. (Note: Japanese "Shinkansen" ATC System)
- CalTrain is proposing to operate electric multiple units or EMUs:
- Since each set of EMUs has its own power supply, trains stop and start more quickly, reducing travel time. (Note: Caltrain: Photo-Simulation, Proposed Electrified Train-set)
- Without the need for a locomotive, train sets are more flexible and easier to interchange.
- EMUs are designed to absorb energy in a collision, increasing passenger safety

"Shinkansen" Advanced Automatic Train Control, Speed and Braking GPS/Wayside*



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To electrify the 50 miles from San Francisco to San Jose is estimated to cost somewhere between $100 million and $150 million. The costs of electrifying the additional 27 miles to Gilroy are harder to estimate, since the Union Pacific tracks are not owned by Caltrain. It may cost as much as $60 million. Propelling trains at high speed requires a lot of power, and the higher voltages carried by overhead lines make it easier to provide faster Caltrain (and future high speed rail) service. Overhead wire is that choice for all new railroad electrification projects around the world, with the exception of third rail used on subway systems and BART.

In addition to providing the wiring to power the trains, Caltrain will need to purchase electric capable trains. This can be done in two different ways. One possibility is that Caltrain could replace its locomotives and outdated fleet of passenger cars with high-performance EMU "Electric Multiple Unit" trains as like BART's, self-propelled trains without separate locomotives. Another option is to replace the existing diesel locomotives with electric locomotives. Current electric locomotives are considered to be significantly more reliable, 20 electric locomotives could replace Caltrain's 23 diesels.

As an example, electric locomotives recently purchased by New Jersey Transit and Amtrak have cost around $6.2 million each, so replacing Caltrain's locomotives would cost about $125 million, minus selling the existing diesels could realize $30 million resulting in a net cost of approximately $90 million. The Long Island Rail Road EMU passenger cars have cost about $2.3 million each, so replacing Caltrain's passenger fleet is estimated at $250 million, minus $30 for diesel locomotive sales and possibly $70 million for passenger cars could result in $150 million fleet replacement expenditure. (Based on Caltrain 2009 Cost Estimates)

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Costing out electrification and Caltrain fleet replacement one can arrive at $200 million or $350 million to transform either 50 or 77 miles of the Caltrain system into a modern, high-performance, quiet system capable of 110 mph, for around $4 million per mile. Consider as a comparison, building just 8.7 miles of BART to Millbrae cost over $200 million per mile.

Some arguments have been made over the years as to why not replace Caltrain with BART. Because of BART's design and operational incompatibility with the standard gauge of Caltrain's track which is also the same gauge necessary for the CHSR, makes the costly argument mute. The expense and the need for CHSR and Caltrain track compatibility, and lowering projected CHSR connecting costs by leveraging the existing Caltrans assets for running the CHSR down the peninsula corridor back and forth from San Jose to San Francisco support the same conclusion. BART has proven to be substantially more expensive than Caltrain.

BART extensions are currently costing over $200 million *per mile*. By contrast, the all-in costs for electrifying the existing CalTrain line, enabling it to provide service which is both faster and roomier than BART's, is between $4 million and $5 million per mile, or about *one fortieth* the cost! Furthermore, a decision for the original 1972 system design to go with a wide non-standard rail gauge and train sets has now become an expensive problem with the need to replace BART's 45 year old aging and deteriorating fleet with quieter technologically improved cars for passenger comfort and future projected system capacity demands. There are no American manufactured rail car companies that can presently build the equipment needed, so overseas custom manufactured replacements will be required by a waver process - 60% U.S. content.

Replacing the entire Caltrain line with BART could hypothetically cost as much as $10 billion dollars and 15-20 years to fund and construct while limiting Caltrain service severely. In contrast, an HSIPR upgraded Caltrain could provide faster higher capacity service in 4/5 years, and prepare its infrastructure and operations to handle the future running of the CHSR down its corridor as a blended/shared system and right-of-way connecting the entire state.

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Partnership Key to Funding Electrification: Caltrain and the California High-Speed Rail Authority have joined together to form the Peninsula Rail Program, a joint effort to bring high-speed rail to the Peninsula. The agreement between the two agencies protects CalTrain's operations and could provide millions of dollars to help fund electrification. It also emphasizes the importance of an extensive public outreach effort that will inform the environmental process and, ultimately, the overall design of high-speed rail on the Peninsula.

The power to operate the trains will be transmitted from power facilities through overhead wires to contacts on the roof of the car. In order to provide consistent, reliable power to the trains, a series of 10 power facilities will be built along the Caltrain corridor. Eight of the power facilities will be located on the Caltrain right of way. Two will be in San Francisco and one in Burlingame, San Mateo, Redwood City, Mountain View, Sunnyvale and San Jose. Two traction power supply substations will be built near existing electrical networks on publicly owned property in South San Francisco and San Jose. Locations were selected based upon proximity to the tracks and the availability of land within Caltrain owned property.

The 2004 draft report proposed electrifying the railroad from San Francisco to Gilroy. In the final report, the system would be electrified only along its mainline from San Francisco to San Jose. The year of completion, originally forecast for 2008, has been updated to 2015. Caltrain proposed upgrading its diesel fleet with one of three alternatives: electric locomotives that would operate its existing passenger cars; electric locomotives and a fleet of new passenger cars; or EMUs-Electric Multiple Units. The light-weight, self-propelled, European-style cars offer several advantages over the traditional heavy rail cars currently in use by Caltrain. Because they are electric, EMUs produce 90 percent less air pollution and quieter, an advantage for residences near the right of way. Electric-powered trains are compatible with Caltrain's existing standard-gauge tracks and are able to start and stop more quickly, offering maximum operating flexibility. Off -the-shelf EMUs commonly used in Europe and Asia are scientifically designed to absorb energy in a collision, providing additional safety for train crews and passengers.

Current 2012 Existing Caltrain Equipment

"Baby Bullet", Third Street SF Station, "Bullet 928", Diesel Engine Unit, Double-Decker, Seats *(RMB)*

Constraints and Concerns Running CHSR and Caltrain on Mixed-use Rail Facilities – PTC vs. ERTMS, Shared Right-of-Way, Facilities/Crossings

There is a serious concern among stakeholders and rail operators like the Union Pacific, and the BNSF/Burlington Northern & Sante Fe, and Amtrak with the issue of **running different types of passenger and freight heavy rail with the newer proposed CHSR and Caltrain lighter weight trainsets at high speeds** sharing tracks and adjacent right-of-way. Serious discussion between Federal and State agencies and Rail Freight Operators on these issues has resulted in a U.S. House Transportation Committee current **proposal** to extend installing crash avoidance systems and technology estimated at $12 billion until 2020, an additional 5 years from the 2015 previous deadline. A 2008 law was enacted after a California train collision killed 25 people. The cost is seen as a burden that is viewed by the railroads as to outweigh the benefit, and that they could not meet the deadlines for installing the systems. Union Pacific will spend over $2 billion through 2015 in a good faith to meet the 2015 deadline.

Further more, Union Pacific has raised concerns of the impacts of the CHSRP on the Central Valley route as to **impacting their property rights**, **disruption to freight operations**, and **safety**. They outline perceived safety risks with the Ultra High-Speed Rail sailing past the company's freight line within 100 feet in several locations requiring barriers where closer than 100 feet. There are serious concerns of either operator having a major derailment impacting safety and the philosophical U.S. heavy rail design standards of "Crash worthiness vs. Crash Avoidance," impacting the penetration of the "Technological Envelope," to prevent the compression collapse of passenger rail cars. However, the majority of CHSR operations are involved with BNSF, who remains somewhat open to discussions and problem solving strategies.

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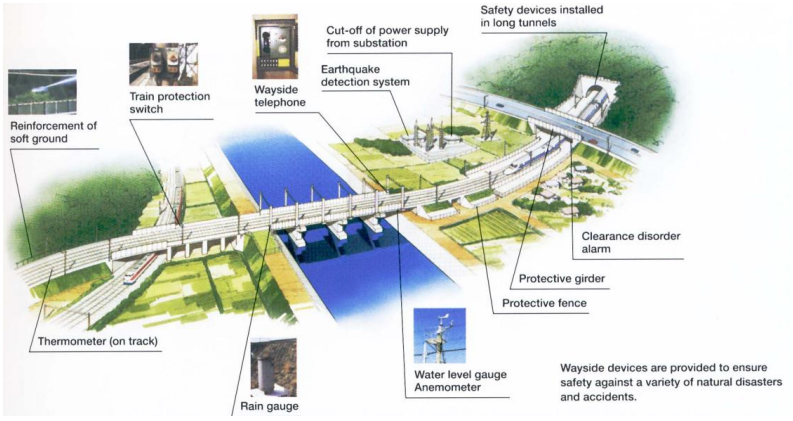
These concerns are not without merit when looking at the past history in the U.S. and globally concerning traditional passenger rail, freight operators and high-speed rail accidents and incidents on exclusive and shared right-of-ways. There are important lessons to be learned from how high-speed rail management in different countries not only design and build their specific high-speed rail projects but, their record of safe and reliable operations. Safety and managing accident prevention procedures, training and engineering over-ride controls are areas of management that the German High-speed (ICE) system has also had an historic poor track record along with the recent Chinese HSR 2011 Wenzhou collision with 40 fatalities and scores injured. These issues beyond the funding and building of high-speed rail systems go much deeper into the psychology and motivation of the type of management organization and the particular nation's public sector "political culture" of **managing and regulating** the development and operating of their high-speed rail system.

DB/ HSR ICE; Accidents/Fatalities: Eschede 1998, Lindenberg 2010, Magdeburg 2011 Passenger & Freight

JR's Shinkansen lines Safety System-utilizes wayside devices for disaster/seismic event warning and avoidance demonstrating a management culture that operates by proactively projecting the operational practice of attaining 'extreme safety results and performance ─ resulting in not a single passenger fatality in all of the (50) years of operating the "Shinkansen".



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It was reported by investigators in China that there were defects in the devices and equipment involved in detecting that the train ahead was stopped/disabled in the right-of-way to monitor the train position relative to the train ahead and through ATC apply braking. The "Shinkansen" uses a complex but reliable ATC fail safe system. The compatibility issue of what type of PTC/ATC system as a part of the (2015/2020) FRA federal mandate for **Caltrain** and the HSIPR program is of concern. The type and the delivery, funding, and cost of the preferred CHSRP termed as **ERTMS** requires **Caltrain** to abandon their unfunded and CHSR incompatible CBOSS project.

The **ERTMS** time table advantage is that the pilot deployment of the ERTMS standard is ready for application to the statewide HSR connecting network with regulatory hurdles cleared for implementation. "*The sole technology that is fully compliant with all of the CHSRA project and technical requirements is the European Rail Traffic Management System (ERTMS) European Train Control System (ETCS) Level 2 with Global System for Mobile Communications – Railway (GSM-R). ERTMS is service-proven and its attributes are applicable to CHSTP automatic train control. The biggest technical obstacle for importing ERTMS to the U.S. is the lack of available radio frequency spectrum".* (*Ref: CHSRA TM 300.04 Parsons Brinkerhoff*)

- The choice of train control technologies will be limited to solutions that have been successfully demonstrated at high speeds for a period of at least 5 years, to minimize implementation risk and enable a strong safety case to be made to the FRA.
- The CHSRA requires that it not be locked into a single source for procurement, bidding, and supply. Interoperable, interchangeable, open standard and multi-vendor solutions are required and will provide the CHSRA with several sources of supply for extensions, upgrades, and maintenance spare parts into the future, thereby lowering risk and cost.
- Other alternatives to ERTMS are not technically compliant, not compliant with the project requirements, or present too much risk to implementation. (Ref: CHSRA *TECHNICAL MEMORANDUM Automatic Train Control and Radio Systems: Requirements, Solutions and Radio Frequency Spectrum Challenges TM 300.04- prepared by* ***Parsons Brinkerhoff****-May 11, 2004*)

Another concern in the area of **train control and passenger rail capacity constraints** impacting the future of CHSR and Caltrain's running in a blended mode down the San Jose to San Francisco corridor is the limitations posed by having only a **two track system** available. The construction of additional track infrastructure (6.5 mile mid-line overtake between San Mateo 9th Ave and Redwood City-Whipple Avenue) for allowing the CHRS to overtake or pass slower and more frequent **CalTrain services** may be critical when disruptions in service, equipment failure, or intrusions onto the right-of-way occur. Commuters on Caltrain have experienced this periodically; an incident occurs that puts one track out of service for a few hours related to grade crossing accidents (vehicle/pedestrian) and equipment breakdowns, which would be alleviated by electrification, grade separation, pedestrian crossing facilities, security CCV, and barriers. The fact remains that service disruptions have to be planned for as a possible unforeseen event.

When one track for local commuter trains is shut down, service is typically cut over to the other commuter track for a short stretch around the incident area. Caltrain has the option of switching tracks at over a dozen crossovers, spaced every few miles along the peninsula. Trains can

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temporarily run the "wrong" way and make their usual station stops on the other platform track, minimizing delays and inconvenience to passengers.

With HSR in the mix, it gets more complicated. If HSR runs down the middle pair of tracks (on a 4 track configuration), cutting over local commuter trains from one platform track to the other platform track requires crossing over both HSR tracks and thus waiting for, or delaying, traffic on those center tracks. Temporarily running on the "wrong" platform track would involve a complex, coordinated sequence of moves that disrupt service on all four tracks. In addition, waiting passengers would have to dash to the opposite platform in order to catch their train. If CHSR ran on the outside pair of tracks and Caltrain commuter service on the inside pair, a disruption on one of the commuter tracks would not conflict with HSR service.

To switch to the other platform track, locals would simply cross over to the adjacent commuter track. Under this scenario, Caltrain stations would have a single island platform in the middle of the right of way, located between the center pair of tracks. Passengers would not have to switch platforms to catch their train on the other platform track, since the platform tracks would serve each side of the same platform. In short, the *fast-slow-slow-fast* track configuration provides great flexibility for dealing with service disruptions on any given track. On the other hand, the *slow-fast-fast-slow* configuration causes a big mess that disrupts all four tracks, whenever one of the local tracks is knocked out of service.

Eliminating disruptions resulting from **at grade street intersections** by vehicles and pedestrians crossing Caltrans right-of-way or any passenger and freight track system is historically an expensive and deadly scenario that every rail operator has experienced. Caltrain has had as many as 16 people yearly intruding onto the right-of-way accidentally and with suicidal intent. The Metrolink has experienced similar accidents including the parking of vehicles on the track by going around track gates and warning signals to damage and derail its trains. With lighter trainsets moving at high speed this becomes exponentially more deadly and serious. Part of the process in managing the infrastructure improvements to remove at grade crossings, involves review and approval by not only local public-works/traffic engineers, often involve Caltrans the state DOT for approval, with mixed multi-agency funding for the design and construction work required. CalTrain has 43 at grade crossing along its corridor requiring major costly improvements and street re-configuration.

Historically there have been 69 grade crossing accidents with fatalities from 2002-2006, on the CalTrain rail corridor according to a FTA 79 month study, 19 in 2009, and 11 in 2011. Trespassers on U.S. commuter rail corridor right-of-ways accounted for 86%. Nationally over a 10 year period, 1996-2005 the **number of highway-rail grade crossing accidents per year has increased by 15 percent** and the **number of fatalities** caused by these accidents has **increased by almost 60 percent**. There is significant data to emphasize the necessity to build grade separation into all intersecting streets and highways that would cross the path of the CHSR and HSIPR improvement projects on commuter rail like Caltrain's. Both the CHSRP and Caltrain in the areas of infrastructure improvements or new construction that impacts streets and state highways will have to deal with and manage project oversight and approval by Caltrans the California DOT. Multiple agency regulations, approvals, and oversight create further constraints.

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Caltrans the California State Department of Transportation which builds and has project funding oversight on most multi-modal transportation including railways impacting state highways and public land states that their transportation project mission is: "California and its regional transportation planning agencies develop transportation plans and programs through a continuing, comprehensive and cooperative process. The goal in each project is to develop and maintain a system that provides safe, reliable transportation and mobility for people goods and services in the State." The CHSRA and Caltrain are partners in supporting and meeting these California transportation goals.

The complex multilevel of federal, state, and local agencies and government authority to regulate hundreds of components and aspects from construction and structural specification encompassing seismic requirements to environmental impact regulations and requirements are at the heart of the CHRSA and Caltrain's project management team's focus and responsibilities. The HSIPR program and CHSR project's complexity in the areas of multi-agency regulations and authority far exceeds the understanding and grasp of a majority of project stakeholders and the public, and is often hard to communicate in a clear and transparent public outreach process. These are areas complex in interpretation as a result of legislative, legal interpretation and application that may overrule a public or community favored project's impact mitigation approach. There are technical and engineering design impact mitigation approaches which are also often difficult to grasp by some stakeholders but can often be explained in visual presentation and practical application demonstrations from other successful implemented HSR systems and HSIPR programs throughout the planning and EIS/EIR process.

The California High-Speed Train Project (CHSTP) is expected to encroach upon California Department of Transportation (Caltrans) right-of-way in numerous locations along its alignment route and proposed alternative alignments and Caltrain right-of-way. Due to the number of anticipated encroachments, spanning multiple Caltrans Districts, it was decided to develop a system-wide plan ("Master Agreement for High-Speed Train System Project Development within Caltrans Right-of-Way, 2009") of interaction/coordination with Caltrans. The plan states:

"In accordance with the plan Caltrans will perform Oversight on all work performed by the Authority for locating any portion of the CHSTP within Caltrans Right-of-Way (CROW). In addition, through Supplemental Agreements, the CHSR Authority will be requesting Caltrans to perform additional services beyond those of Oversight, referred to as "Project Development Services" (PDS), including the preliminary engineering (PE) up to 30% design for any existing Caltrans structures that will require modification or replacement for the CHSTP."

Furthermore, "to initiate the process in each CHSRP section, the Authority's Regional Managers will prepare a draft Project Initiation Document (PID) to request programming for capital support for the Project Approval and Environmental Document (PA&ED) Phase... The PID is to be updated annually for Caltrans to determine future levels of Oversight and PDS costs necessary to support the Authority's fiscal budget requests. The PID for each section will provide a description of the route alternatives being studied including highway crossings or encroachments, a list of existing State Highway System (SHS) structures requiring modification, a list of where a route alternative runs parallel to the SHS, including areas where there may be

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right-of-way impacts (grade-crossings), a preliminary capital cost estimate of new and modified structures on the SHS, and a milestone schedule."

**The Master Agreement defines the roles and responsibilities of affected Caltrans Districts, as well as those of the California High-Speed Rail Authority (the Authority). The Master Agreement will henceforth be the basis of all CHSRP and CalTrain coordination with Caltrans and will create a uniform approval process.*

The intent of the Master Agreement and future proposed amendments is to allow the Authority to follow the same procedures (technical and administrative) with all Districts that address:

a) The extent of oversight to be provided for Caltrans during all phases of the project.
b) Financial responsibility of the Authority and Caltrans for all oversight effort.
c) Post-construction responsibility of the Authority and Caltrans.

***CHSRP Delivery Method:**
Design-Build-Finance-Operate-Maintain (DBFOM)*: The DBFOM is a variation of the DBOM approach where the financial risks are transferred to a private partner while project sponsor retains ownership of the facility. Attracts private financing which can be repaid by future operational revenues.* **(DBOMF) Design-Build-Operate-Maintain-Finance** is the Preferred Option for the CHSRA; (Ref. Rod Diridon 10/7/2011)

Besides the issue of Caltrain's system and right-of-way not being currently electrified and prepared for the CHSR system there is the issue of building the **SF downtown extension** to extend the CHSR and Caltrain to the currently under construction Transbay Transit Center in the heart of San Francisco's business district instead of ending at the current Third Street **Caltrain Station**.

SF Transbay Transportation Center - Caltrain SF 3rd Street Station - Entrance & Rear Platforms *(RMB)*

The project is estimated to be in excess of $3 billion, and was given a very low benefit/cost rating by the MTC---with the possible speculation/political rational of protecting BART ridership in the Millbrae line and completing other future aspirations related to completing the BART loop around the Bay. Preparing and incrementally improving the existing Caltrain system and corridor to run the CHSR as a blended/shared system is not only expensive and complicated to manage and coordinate with multiple agencies, local governments, stakeholders, and the public; but will take time and innovative expertise to pull-off successfully.

Security and safety issues will have to be solved with addition CCV and onboard cameras and monitoring systems including possible radar and wayside detecting devices to prevent and counteract trespassing, right-of-way intrusions, intentional suicides, and terrorist acts of sabotage against Caltrain's and the CHSR's equipment and trainsets.

Managing Caltrain's Shared CHSR Vision by Choosing the Right Attributes

What are the attributes of a Leading-edge high speed rail system or HSIPR commuter rail like Caltrain that project and contribute to the goals which meet customer and stakeholder expectations? The Shinkansen as a benchmark system has carried billions of passengers combining comfort with efficiency, safety, and reliability for over 40 years without a single passenger fatality. That is an incredible feat, unmatched by any other passenger rail system.

It is vital for the Caltrain and the CHSRA to develop the right "integrated and flexible service package and operational model" for maximizing and projecting to stakeholders the benefit of improving Caltrain service and infrastructure with electrification and new trainsets/rolling stock and sharing right-of-way with the CHSR. One very applicable issue derived from an extensive literature search concerning the area of high-speed rail system packaging of attributes is that key components of an operating plan; route structure, service frequency, stop/station spacing, service span, network, and degree of integration with other feeder transit services differ and have outcomes that affect the end-user/customer and the CHSR station locations and surrounding business community acceptance and support of the system.

The Shinkansen trainsets carry up to 1,600 in its **double decked Shinkansen Series E4** that are light weight and very energy efficient using the electric multiple unit (EMU) train system also under consideration by Caltrain and the CHSRA. Caltrain currently operates a fleet of Double-Decked passenger cars with a newer series made by Canadian Bombardier. The Shinkansen by its record of being a safe, punctual, and reliable cost-efficient system has won and retained the trust of the general public, and the riders of the Shinkansen. This is model of stakeholder expectations that needs to be projected by the CHSR and Caltrain's HSIRP "Blended Plan", and the new "**bookends**" north/south HSIRP improvement investment plan prior to implementation.

CHSRA underestimated costs of construction, overestimated job and ridership number projections and political appeasement are taking a front seat in derailing CHRA vision's goals of building a "state of art" CHSR system that matches the Shinkansen model of building a fast, safe, reliable, frequent running, efficient, and environmentally friendly system; that positions the customer and communities' benefits in the front seat. Building a well engineered CHSR/Caltrain HSIPR blended system faster at reduced cost through seasoned project management is one task that American/California ingenuity with Federal sustainable funding legislation could accomplish; but will it be a system that operates with a sustainable business plan that creates reinvestment opportunities and the right kind of statewide TOD/community partnerships, and customer support systems/services.

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CHSRA—CHRS Strategic Vision /Promised and Currently Questioned Results

CHSR will be fast and reliable – offers passengers a quicker trip with dependability
CHSR will be cutting edge – **220 MPH** performance by using state-of-art technology
CHSR is cost-effective – moves people at less cost vs. building highways and airports
CHSR will improve mobility – supports inter-regional mobility and multi-modal access
CHSR will stimulate our economy – growth of businesses, jobs, and housing/TOD
CHSR is incremental – built in phases based upon funding availability and demand.
CHSR will create jobs – construction, operations, retail and corporate; 450,000 jobs CA.
CHSR will benefit the environment – energy efficiency, reduce oil dependency, air quality
CHSR supports the President's Vision – major investment in HSR for the nation

CHSR issues of purpose, need, and access equity have to be balanced with the impacts on existing connecting and feeder passenger rail systems like **Caltrain, BART, the Capitol Corridor, ACE Altamont Express, San Joaquin, Coast Starlight, Pacific Surfliner, and Metrolink the** cost of operation and management of the system. The technology and infrastructure design choices may not only affect cost and maintenance factors, but in reality are key Caltrain and (CHSR) product and service marketing features/attributes that will affect customer choice, retention, and help grow future repeat and sustainable rider ship numbers. Picking the right type of infrastructure design; vehicle equipment choice will affect the level of quality perception and Caltrain stakeholder/customer support for a new high-tech CHSR and choosing to fly or drive between the inter-regional cities.

Technologies and system element integration are the "back-room" part of creating a unified and seamlessly running successful HSIPR **Caltrain** and **CHSR** blended/shared facilities. These technologies and integrated system components are the behind the scene "systems technological attributes" which contribute to the customers satisfaction, comfort, and safety and their sense of service reliability and product quality. These system elements can communicate to various stakeholders that we are building the best quality Caltrain HSIPR system that current technologies offer and is adaptable to future CHSRP system expansion and improvements. Caltrain and CHSRA with the Joint Powers Authority must really think and plan carefully the selection and specifications for applied technologies, train equipment/trainsets, electrification, PTC/ERTMS and Wayside Detections Systems, track-configuration and capacities, station design/platform design, elimination of grade crossings as well as the macro areas of funding, community impacts, regulatory compliance issues and political cooperation.

Why build a custom variant for California that doesn't use leading edge off the shelf Shinkansen system components, technologies, or even train-sets when they have the longest experience at running a "state of the art" system with a top rated safety record, highest customer satisfaction, reliable on time frequency, integration with feeder systems, and stunning train-set industrial design and passenger amenities style. Just look at the example of BART's expensive cost and manufacturing dilemma of replacing is aging non-standard rail fleet over the next decade as an

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

example from not adopting a universal gauge standard standard. Silicon Valley's Apple Inc. with its globally successful leading-edge designed products source hundreds of high-technology components used in their amazing products from Japan and China. A business commitment to innovation, quality control, reliability seems to be a proven Japanese deliverable and China a low cost bidder. Shinkansen proven technologies represent years of research and operational testing through several generations of train-sets and system technology improvements, along with trainsets used on the French TVG, Talgo Trainsets used on the new Spanish HSR system and/or Trainsets by Alstom with tilting technology employed on the U.S. Acela Northeast Corridor.

The "Buy American" policy is going to be a serious problem in the lack of active quality on going U.S. passenger rail and HSR trainsets manufactures capable of delivering these technologically advanced Euro-Asian designed and built trainsets, especially in the low volume for initiating ultra high-speed passenger rail and HSIPR incremental passenger upgrades planed for electrification of the CalTrain corridor and other CHSR shared passenger rail corridors.

Industrial Design for HSIPR Improvement and the CHSR: Innovation in Form and Function Counts

"The Glue that Bonds Form and Function; Marketing and Engineering"

CHRSA/CalTrain, Capitol Corridor, ACE, BART, VTA-Transportation Center-San Jose- CHSRA/3D

A strategically-thinking transportation manager for each CHSR connecting passenger rail system will assemble the best quality industrial design and corporate identity consultation team to develop an integrated visual nomenclature system for train-sets, signage, stations, public infrastructure elements, and media elements to clarify the public's perception and acceptance of the new and improved services, or the organization as a whole. Los Angeles' successful Metro Rapid Bus program is a result of this kind of strategic thinking—delivering the best total "BRT/Rapid Bus Package" of system attributes including performance, frequency, and a leading

edge systems design and applied brand identity. The Japanese "Shinkansen", French TVG, Italian HSR, Spanish HSR. Taiwan HSR, China HSR and German ICE demonstrate strong marketing and branding programs to communicate their services and HSR leading-edge engineering, safety features, customer comfort, and advanced industrial design attributes.

JR-East Shinkansen E-5 Series - French TVG –Paris-Lyon - German (Ice 3) HSR - Italian Alstom AGV

The Caltrain and the CHSRA, with enough financial resources and leading edge strategic planning, can build and operate a blended/HSIPR system that exceeds customer/stakeholder expectations, and grows future demand. The "packaging" of leading-edge technology, design and system attributes will make a difference in the acceptance of Caltrain and California High Speed Rail service implementation and influence the future expansion of HSR in the United States.

NEW JR-East E5 Series Shinkansen – JR-Central N700 - Series - JR-East Series E6 Concept

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Key Shinkansen Engineering Technologies Blended with Industrial Design Include:

- Aerodynamic Shape-train set design
- Car body has a large cross-section and lightweight structure
- Bogie dynamic adjustable suspension enhances riding comfort
- EMU powered and intelligent technology
- Noise reduction technology and design features
- Adhesion control and running performance
- Passenger Amenities for comfort and convenience
- Safety Control – Traffic Control System
- Safety Automatic Train Control Technology
- Efficient Electric Power Supply System
- Advanced Current Collection/ Catenary Wire and pantograph technologies
- Specialized modular/slab Track Structure and Construction
- Protection Technologies for Disaster Prevention, and seismic/earthquake detection
- Harmony with the Environment
- Extreme Safety by rigorous maintenance schedules
- Crew training and consistent improvement-training simulators, testing
- Highest level of customer services and products-electronic ticketing/payment technology

Compare the Euro-Asian HSR leading industrial design and technological features to some future electrified power hybrid combo-train concepts for Caltrain and its existing system of diesel engines, and the "Baby Bullet" upgrades built by Bombardier of Canada. A considerable improvement in order to run future electrified Caltrain commuter trains at inter-city express speeds up to 110-125 mph that may also allow CHSR advanced ultra-speed Trainsets to share the Caltrain tracks/right-of-way between San Jose and San Francisco.

Additional Euro-Asian Industrial Design HSR Concepts and Operational Models

Incredible Global HSR Industrial Design Concepts and Operational Trainsets: Including Acela, Italian HSR, Italian Frecciarossa, Taiwan HSR, Italian Ferrari Treno, ERT500 Italy, UK HSR, NTV Italian Ferrari Treno

In looking and experiencing these incredible Ultra-Speed and High-Speed Rail systems and trainsets one has to suggest that American's have forgotten their heritage in being innovative leaders in manufacturing quality transportation products with leading edge technology and "industrial design". In the period starting in 1920/1929 the field of American Industrial Design was lead by the innovative and prolific designers/visionaries of Walter Dorwin Teague, Henry Dreyfuss, and the French/American designer Raymond Lowey. America had a magnificent heritage in the building and designing of advanced railway equipment, of which some of the most advanced streamline designs were by Raymond Lowey for the Pennsylvania Railroad.

1937 PR K-4S/S1 120+ mph – 1949 TIME – 1937 PR T1 Steam 100 mph – 1934 PR GG-1 High-speed Electric

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A brief step back in to the history of Industrial Design's impact to customer appreciation and acceptance can be best summed-up with a couple of the principals of good and effective design and where is the fine line between that acceptance and rejection of leading-edge design innovation. Raymond Lowey, 1895-1986 who had the famous principal of **MAYA** "**most advanced yet acceptable**" for design solutions that imply a vast departure from what the public has been accustomed to accept. Lowey was very involved with designing the later years of Studebaker's leading-edge aerodynamic design/styling, and the incredible light-weight 1961 Avanti sports sedan, when the 1960's American car mode was heavy, lots of chrome metal, and guzzled gas with large V8's.

1960 Avanti 130 mph, Bonneville flats run 196 mph

He later stated that, "weight and lack of aerodynamic design were the enemy of American car manufacturing." The same could be said of rapid performance in designing and building lighter weight advanced high-speed rail trainsets. Lowey and Associates were involved in designing everything from the "ionic" Coke bottle, to Air Force One, EXXON and Shell Corporate Identities, HSR trains, ships/vessels, and even the space station for NASA.

Another great Industrial Designer was Walter Dorwin Teague 1883-1969, whose firm that he founded was very prolific in everything from consumer products and packaging to designing for Boeing the interiors of the 707, 737, 747, 777, and 787 not much different than working on the new ultra high-speed rail interiors and customer facilities. Finally among the three major founding icons of American Industrial Design is Henry Dreyfuss 1904-1972 known for not only thousands of product designs including John Deer tractors and farm equipment but was a leader in the areas and research into "Human Factors Design" and "Graphic Symbol Standards" for reducing operator/user fatigue, preventing control panel/operator mistakes in the operating of machinery, i.e., vehicles/John Deer Tractors, as well as developing highway and architectural sign standards for transportation facilities/train stations/airports.

Dreyfuss' stated principal or "humanistic" belief on good industrial design is that "if people are safer, more comfortable, more eager to purchase, more efficient, or just happier, the design has succeeded." So in the final analysis of good design form and function as applied to multi-modal transportation and especially Caltrain and the CHSR equipment and facilities ─ acceptance, comfort, efficiency, safety and having a pleasurable journey is a key goal and desired result. The lessons in innovation and creativity for supporting Industrial Design methodology is for

management to "think-out-of-the-box" and understand the value and benefit in recognizing the value as a marketing force and tool for HSIPR/CHSR acceptance and customer repeat use.

What is the appropriate customer oriented design and marketing methodology that will support the acceptance of the CHSR and Caltrain/commuter passenger rail as a mode choice over airline travel and the automobile? Studies supporting HSR as a viable alternative mode choice need to answer the long term question of what will really influences the California customer or stakeholder in choosing to support High-Speed passenger rail, when addressing the issues of equipment modernization, and the labor costs in running a HSR system versus a lower speed traditional subsidized commuter rail lines like **Caltrain, BART, Capitol Corridor, ACE, San Joaquin, Starlight Costal, Surfliner, Metrolink.**

Shinkansen Features: Satisfy customer travel demand with, design, connectivity, restaurants, clean trains and station facilities. Photos: R.M. Bazeley

The Shinkansen management's business and marketing philosophy puts the customer first by improving comfort and accessibility from Shinkansen train-sets to their stations and facilities by the universal application of leading-edge industrial designed passenger seating, facilities, services, and products.

To successfully meet the transportation needs and travel demand of key local community transportation improvement stakeholders which include policy makers, transportation operators/agencies, corridor businesses—CHSR passenger rail feeders like Caltrain/BART or SFMTA transit riders composed of workers, commuters, shoppers, school children/students, seniors, and the disabled need quality design and functionality. All passenger rail and public transit systems must put the customer needs, comfort, and safety first. The point of contact with the system attributes, its employees, its facilities, its operation and services is where business is retained or lost. It will be a major point of concern where support and trust is won or lost for the proposed blended Caltrain and future CHSR corridor operations and configuration.

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Marketing and Branding Caltrain vs. the CHSRA

A clear/bold, colorful" Caltrain" Logotype ─ Red/Black/White Fleet Graphic Identity on Silver

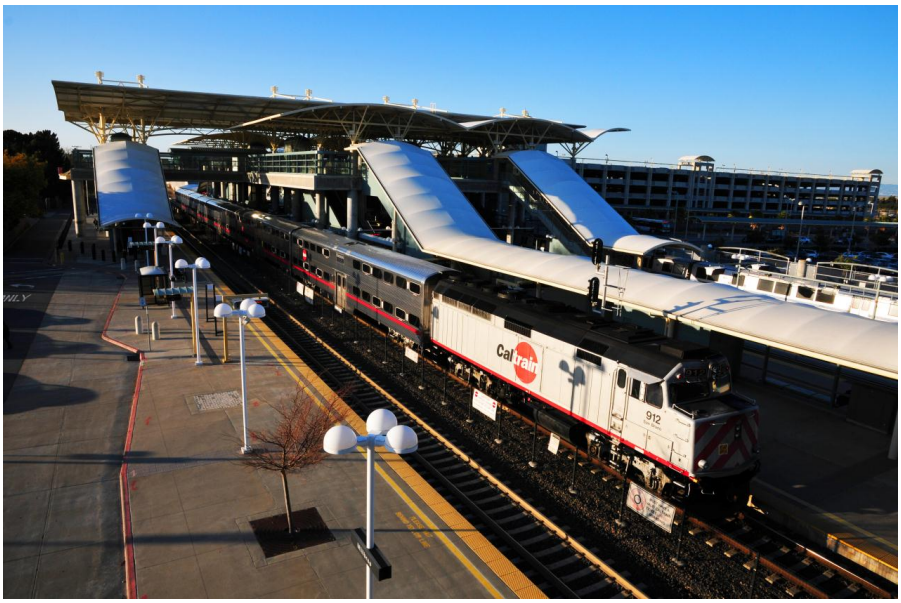
Caltrain's "Transportation Identity" and its application rates strongly in Caltrain recognition and fleet uniformity ─ very "traditional railroad look" even if it is not communicating to the customer and corridor communities an environmentally friendly message. It would be good to re-visit a new or revised organizational and train fleet identity program upon the electrification and purchasing of "new" industrial designed euro style EMU units and rolling stock in the future. As a manager I would seriously considering hiring a top-notch Industrial Design firm and Corporate Identity expert with experience in Transportation Identity programs for the European HSR systems and passenger airlines. The 2004 marketing of the "Baby Bullet" express service with its new design "Bombardier" trainsets, was a marketing success that remains a successful source of ridership and revenue due to the significantly shorten trip/travel time between SF and San Jose.

The initial marketing and branding themes of the California High-speed Rail project on the CHRSA web with the use of animated simulations, presents an exciting view for stakeholders to visualize the colorful "Cal Colors" theme applied on contemporary designed train-sets running through the California landscape and entering/departing proposed contemporary architectural station designs. The advertising theme 'fly California" communicates boldly the idea of a new high-speed transportation mode alternative to flying or driving from Sacramento/San Francisco to Los Angeles/San Diego. Caltrain communicates a "Traditional Heavy Passenger rail" service.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

The importance in differentiating the CHSRA product and service from traditional passenger rail service like Caltrain can make a real difference in establishing the service's positioning and acceptance in the "public marketplace." Airline passengers, business commuters, UC university students, tourists, automobile users and the business community are potential consumers and supporters of the future CHSRA transportation services. This is especially critical when trying to differentiate the CHSRA service image from HS commuter rail and of being just another expensive HSR system for moderate to high income tourists, businessmen and commuters.

If you compare all of the different California Statewide multi-modal transportation systems and passenger rail operations that not always connect or match schedules for easy customer transfer between systems, you have to come to the conclusion that there is the effect of operational and "customer identity" fragmentation. There is an organizational and operations territorial turf war out there between different competing services. In the Bay Area there is a connectivity problem of BART not being a complete looped system for connecting to San Francisco Airport from San Jose. If Caltrain or BART breakdown, have an accident incident, or other delays many waiting passengers could basically miss their connections and flights waiting too long for the next train. Caltrain at certain times has 30 minutes to an hour delays if a piece of equipment goes down.



This is the Millbrae SFO station (3/4/2012 5:39 P.M) where passengers can connect between BART to the Airport or to San Francisco from the San Jose to San Francisco Caltrain system. BART tracks are parallel to Caltrain's and have a separate adjacent loading platform.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

The establishment of a truly effective Brand Identity/Marketing program through being strategically involved in all stages of planning, concept development, and design process of implementing a new HSR passenger service is paramount. There are some significant issues and recommendations in developing and establishing the most effective program that should be considered which include:

- The **importance of the public's perception**: One's correct identification is defined as how an organization wants the public to perceive its business, products or services. This perception is defined not only through words, but through image, graphics, and design.
- It is a **complex and sensitive area** of consideration that is extremely important in sustaining service revenue and customer interest as a travel mode choice.
- It is an **area that is globally expanding** as technology innovation accelerates, brands proliferate, corporations internationalize, and with growing public policy engagement. The public can be easily left with, at best, a **fragmented image** of who one is, what one stands for, and what the organization is capable of delivering.
- **Positive identification** is an essential ingredient in the support of all public transportation organization's communications, advertising, and public outreach…to engage and win the support between the organization, its employees and the public.
- The **Brand Identity must be truly reflective** of the new Caltrain's electrified system and the blended CHSR service and incorporate the elements of community destination points and improvements along the transit corridor route and stations.
- **Branding Identity is Equity:** In terms of real dollars and customer investment, one's identity or the identity of one's HSR service is worth a tremendous amount and effects the long term growth and sustainability of the business.
- **"Your identity is uniquely yours,"** and can build community/stakeholder support and employee esprit d'corps; no one else has it, and it is a prominent factor in the organization's self worth and customer's perceived shared value.
- Many of the communications problems faced by larger public transportation organizations mirror those of corporate businesses where the actual program difference is in **complexity and scale of solutions** being applied and the cost of implementation.
- California's **community diversity** with populations of immigrants has contributed to the complexity of multi-lingual and multi-cultural understanding, perception, and acceptance of transportation projects making communications design and brand identity critical.

Branding also extends the creating the correct and clear messaging of the different variants of passenger rail and High-speed Rail programs so that the public and stakeholders can comprehend in simple terms what type and level of system improvements they are funding and the end result. I would recommend a modified and clear nomenclature for U.S. HSIPR and systems like the CHSR or Euro-Asian extreme HSR systems. These would include **Local Commuter/Transit** (Light Rail, Subways) 80 mph; **Metro-Regional Commuter** (BART) 80 mph (Metrolink) 80-90 mph; **Inter-city Express HSR** (HSIPR) (HS) CalTrain Electrified Express "Baby Bullet", Acela 110-150 mph, Acela HS Express 150-190 mph "**Ultra High-Speed Rail**" CHSR, TVG, and Euro-Asian Systems running exclusive right-of-way and highest technology systems at speeds of 200-300 mph. Terms like "conventional", "very fast", "emerging rail" used are not clear.

Caltrain/CHSR Stakeholders as Customers, Participants and Benefactors

Negative/Positive Communications and Crisis Management

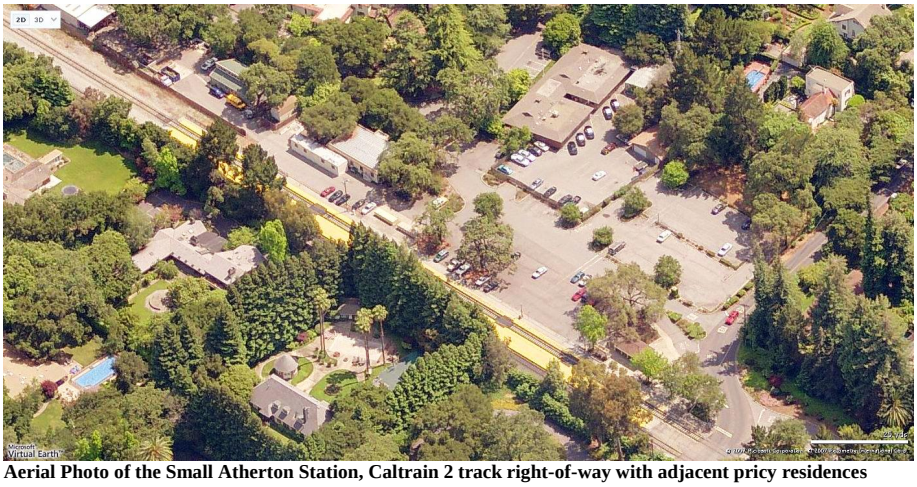
Bakersfield CHSRA Public Meeting and CHSR Alignment/EIR Protests, 9/22/2011

Caltrain's Stakeholder Community Participation Workshops

Introduction of the Caltrain Electrification and HSIPR "Project Vision" and continued process of initiating the project concept, design and construction requires an experienced marketing and stakeholder/public outreach team that properly identifies stakeholders that will need to be apart of the process. This process will also have to be apart of the discussion of running the future CHSR and Caltrain services in a blended/shared right-of-way operational configuration. This process includes the development of printed materials, stakeholder educational and workshop events to exchange ideas and concepts while gather feed-back to maintain project transparency and accountability while gaining and building stakeholder acceptance and consent. Stakeholders and the public as a whole require within the democratic process transparency, communications clarity, and accountability in all matters including the analysis of the project's benefit verses the cost, and environmental/local community impacts vetted in the draft EIS/EIR documents and required public hearing process.

The cost of implementing Caltrain HSIRP and Electrification infrastructure improvements as well as the configuration changes for a blended Caltrain/CHRS includes issues of land-use exchange, right-of-way acquisition for adding additional by pass tracks and right-of-way width

for capacity increase; and the resulting socio-economic, community-lifestyle and environmental impacts. These areas will ideally require hours and many workshops and meetings to educate stakeholders and the public that do not initially participate in the process but show-up later with the "explanation" that they were not given adequate notice that they were going to be directly or indirectly impacted by some aspect of the project---thereby creating expensive hurdles and legal challenges to the projects impact by its route location, acquisition of right-away, or even environmental impact to landscape view, property accessibility/value, natural habitat, or due to perceived operational noise issues.



Aerial Photo of the Small Atherton Station, Caltrain 2 track right-of-way with adjacent pricy residences

Atherton $9.3 million dollar house, Caltrain Loading Resident Commuters, CalTrain "Mini" Atherton Station

When the process of communicating and working on a plan to mitigate "negatively perceived" impacts goes off-track, the philosophy of, "Not in my backyard" can rear its expensive and ugly side within the messy business of public project development through transparency and accountability required by a democracy. The Caltrain corridor has not been free of public controversy, negative public hearings and disagreement about improvements, Caltrain scheduling frequency, safety/operational issues and even the proposed running of CHSR down the Peninsula Caltrain corridor on additional tracks or as a Blended System on the existing Caltrain two track current capacities without HSR bypass capabilities.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

There has been a Legal Action Petition filed by of the Town of Atherton, California VS. The CHSRA included the following petitioners; TOWN OF ATHERTON, a Municipal Corp., CITY OF MENLO PARK, a Municipal Corp., CITY OF PALO ALTO, a California Charter City and Municipal Corp., PLANNING AND CONSERVATION LEAGUE, a California nonprofit corp., TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND, a California nonprofit corp., CALIFORNIA RAIL FOUNDATION, a California nonprofit corp., COMMUNITY COALITION ON HIGHSPEED RAIL, a California nonprofit corp., MIDPENINSULA RESIDENTS FOR CIVIC SANITY, an unincorporated association, and PATRICIA L HOGANGIORNI, (Petitioners and Plaintiff).

Plaintiff: ATHERTON, Calif. – "Walk down Ashfield Road in this well-heeled town of 7,000 on the San Francisco Peninsula and you'll find million-dollar homes surrounded by tall fences and lush, manicured landscaping. Down by the railroad tracks at the end of the street, the post office, the police department, the library and a small town hall cluster together -- a perfectly self-contained unit of municipal government". This is one of the many high-income small towns located on the Caltrain rail corridor between San Jose and San Francisco that question the CHSR and Caltrain HSIPR improvement impacts to their communities' "lifestyle".

How these communications and public outreach situations are handled is a reflection of the "management style", orientation or prioritization of issues to be mitigated. A management team that is heavily weighted toward the financial funding and engineering process in their structure due to limited start-up resources may not in fact place enough emphasis and weight in the areas of project stakeholder interface and management. This is basically a red light scenario or road hazard in the progression of the project in a timely and cost effective manner, as it tries to stay on track within its strictly defined multiple project milestones required to keep a continuous funding stream from the complex levels of financial and funding requirements by the Federal, State, Regional, and local participants in orchestrated alignment. Missed funding opportunities by not making assigned project required milestones can result in millions or billions dollars lost, project cutbacks, and slower implementation.



Caltrain and CHRSA has used some very good print and web design to present the initial vision and concept of Caltrain's 2020 Electrification Plan and the CHSR leading-edge high-speed rail going from Sacramento-San Diego when created and implemented in the form of visual stimulations and realistic station design with their rail branding elements. These simulations and documentation reports, work-shop summaries, key draft EIS/EIR reports are all posted on a public accessible Caltrain and CHSRA websites. The experience of riding HSR customer view, can be viewed by the public as a virtual "experience reference" on the internet/U-Tube.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing the public stakeholder out reach process should not only include the presentation and discussion of the Caltrain HSIPR/CHSR Blended Plan project's community impacts and benefits, but an earlier scoping and vetting of community concerns related to land and zoning changes, and traffic congestion due to the increased density of TOD transit oriented development projects, surrounding the build-up around Caltrain rail corridor communities and the San Jose Diridon Station/Multi-modal Transportation Center and San Francisco's Transbay Multi-modal Transportation Center. This is the time to demonstrate and communicate the positive results of station design and multi-use TOD successfully built by Asian and European high-speed rail systems as well as, their HSR engineering attributes and technologies for incrementally improving Caltrain's infrastructure/electrification and implementation of operationally compatible system components supporting the CHSR connectivity and blend/shared operations.

The current CHSRP Regional Engineering and Environmental team that would work with Caltrain and the Peninsula Joint Powers Authority on the shared corridor plan include Parsons Brinkerhoff Quade & Douglas (program management, TY Lin as (program manager oversight) ─ San Jose to San Francisco to HNTB. The roll out of these technical and system attributes are often left until the EIS/EIR draft review process, which is in this reviewers opinion, a bit late in the strategy of stakeholder presentation and educational outreach. Stakeholders need to understand the system attributes and the various infrastructure construction methods, system engineering technology and attributes that will mitigate their concerns of negative impacts to businesses, land-use and value, environmental ecology systems, and PED/traffic safety.

Caltrain also has negative PR issues involved with vehicles, people trespassing on right-of-way, accidental track crossing fatalities/suicides, vandalism, and the potential for equipment sabotage and acts of terrorism needing preventive proactive intervention and monitoring for securing the safety of passengers and the surrounding communities. HSIPR and FTA/DHS funding finally received a California Transit Security Grant in 2008 to install forward facing digital cameras on Caltrain to monitor and record incidents. The project involves installing cameras on 20 locomotives and cab cars and an option to install cameras on an addition 45 trains for a cost of $1.5 million. This is a positive Caltrain public and operational safety improvement benefit. In San Francisco, when a new pedestrian safety traffic plan is designed in conjunction with a proposed urban development project, they roll-out the "tool box" of technologies and design methods used to mitigate community stakeholder PED/Traffic Safety concerns. A toolbox of high-speed rail system attributes, technologies, infrastructure construction methods/examples should be included in the public accessible CHSRA website and printed documentation.

Solutions to mitigate alignment issues impacting community stakeholders need to be vetted out in workshops/hearings prior to showing-up in a EIR draft document where solutions or alternatives are also clearly presented with a positive out-come and benefit to community stakeholders. Change can be a hard concept for some stakeholders to accept the benefit to the public good vs. the perceived negative personal impact. It is an inherent risk in all major public works projects to manage appropriately with sensitivity. The Caltrain outreach goal should be besides projecting transparency in its information but, to reduce potential conflicts through informed consent, by recognizing participants and stakeholder feed-back, mitigating perceived negative impacts, and gaining consensus to build stakeholder trust in the CHSRA vision.

Caltrain and CHSR + TOD:
Public Private Partnership to Develop Ridership and Revenue Opportunity

What is the Transit-Oriented Development benefit to Caltrain/CHSR station areas and surrounding communities accessible by feeder lines? Transit-oriented development with a public-private partnership with local government and developers create a "transit-village" or even a "transit-city/urbanized area" by clustering businesses, housing, jobs, shops and services in close proximity to the Caltrain/CHSR stations, transportation hubs, bus stops/BRT lines, ferry terminal offering access to frequent, high-quality transit services acting as feeder systems to the Caltrain/CHSR. This pattern involves compact higher density development and mixed land uses, along with the amenities of pedestrian-friendly streets and parks. It is in this context that it important to create "safe routes to transit" in and out of the Caltrain/CHSR station and infrastructure components along its routes. There is a Caltrain/CHSRA (MOU) with Caltrans that covers the areas of concern where the CHSR will encroach upon Caltrans right-of-way.

San Jose VTA Light-Rail Downtown Transit TOD Corridor- VTA/MTC/SJDOT photo/3D

To be rated as a successful TOD development in environmental terms, TOD's must serve a significant portion of trips by the Caltrain/CHSR combined with local public transit, walking and biking, rather than by private car. TOD can and should be focused around specific Caltrain/CHSR stations that offer the best return and benefit to the communities served and merged with TOD's developed in areas surrounding the San Jose Diridon Station, Caltrain SF Third Street Station, and the San Francisco Transbay Center as well as down major transit light rail and rapid-bus corridors. Sacramento San Jose, San Francisco, Los Angeles, and San Diego all have very well developed and expanding light rail, BRT/Bus Rapid transit lines, and commuter rail links for feeders that support multi-use TOD for increasing HSIPR/CHSR rider ship and local revenue producing customers. Caltrain and the CHRSA should seriously consider and develop a strong TOD/land-use team to promote revenue and job supportive re-development on and near stations and right-of-way though a public/private partnerships to promote rider generating facilities and community re-investment.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Currently, California Station Area TOD plans must demonstrate that the thresholds for the adjoining transportation corridors supporting feeder lines consisting of local light-rail, BRT/Rapid Bus lines, or even Passenger Ferry Services, are met through existing local station development and adopted plans primarily for building higher density housing. This requirement may be met by existing or new area plans accompanied by appropriate zoning and implemented funding mechanisms. If new station area plans are needed to meet the connecting transit corridor threshold, the regional MOP like the bay area's MTC which works in concert with (ABAG) Association of Bay Area Governments in coordination with transit agencies/authorities and the congestion management agencies.

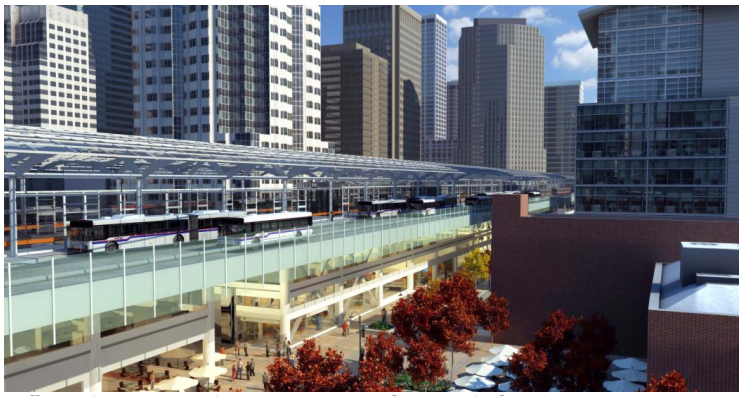


Illustration: San Francisco Downtown Tran bay Terminal Project; CHSRA/SFCTA

CHRSA/CalTrain "Station Area Plans" are opportunities to define vibrant mixed-use, accessible transit villages and quality transit-oriented development (TOD) ─ place where people want to live, work, shop, socialize/entertainment and spend time. These plans at Caltrain/CHRS station sites should incorporate mixed-use developments, commercial /businesses services, educational facilities, child care centers, pocket parks, bike facilities, car share facilities, and other amenities to serve Caltrain/CHRS customers and the local community.

At a minimum, Caltrain/CHSR station plans need to define both the land-use for the area as well as the policies related to zoning, design standards, parking policies, business and commercial development preferences/standards for joint implementation and to secure the option of a public/private partnership in construction and funding. The plans should minimally define current and proposed land-use by type of use and density within a half-mile radius, with a clear acceptance of the projections and identification of existing housing and business assets and the planned and desired re-development characteristics, mixed-use elements, and density capacity. In the end Caltrain/CHSRA should adopt a robust TOD policy and incorporate a TOD planning team to increase local private/public partnerships that will benefit Caltrain/CHSR customer mobility, increase system use and secures revenue funding streams for system re-investment.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Motivating HSIPR Innovation and Implementation through Leadership

The act of motivating creativity and innovation through leadership does not stand unto itself without an organizational support structure, or those that follow or support the leader. The perplexing leadership situation of managing and nurturing the process of creativity and innovation as a driving force for change and implementing HSIPR and the ultimate of a select ***Ultra High-Speed Rail*** mega-regional network in the U.S. is constrained by the lack of sustainable transportation funding and a supportive public policy

How do you build and lead an organization that promotes creativity among managers and employees that leads with innovation in technology, project design, management, and the delivery of services in the public transportation sector, i.e. CHSRA, Caltrain, Amtrak, VTA, AC Transit, LA METRO ─ as often drives the top performing private sector businesses? The "Open Entrepreneurial Model" of corporate leadership taking shape in the private sector can be transferred in part to the public sector. A key component is in having innovation become a key driver of growth by creating transportation products and services that address Caltrain/CHSR stakeholders' and consumers' demands, as well as unmet, and often unarticulated, desires. As discussed, Industrial Design methodology and application to unify many of the fragmented and dated key existing commuter passenger rail infrastructure and components from trainsets and interiors to infrastructure, passenger stations, amenities, and organization identity branding communications.

Innovative consumer product design and industrial design processes depend upon consumer and customer feedback through hands on testing, consumer prototype labs, behavioral observation, and surveys to gather evaluative feedback. An organization that can lead with vision and constantly monitor trend changes via industry and customer feedback can strategically plan and align itself to remain profitable and expand or create new markets by constantly developing innovative products/services that fill customer needs, wants, and demand. It is vital to harness, nurture, and to foster an organizational environment where creativity and innovation in R&D is valued as a vital organizational asset internally and externally. When Caltrain and VTA decided it needed to advance the ability to maintain and repair its present train equipment and rolling stock to control costs and improve reliability for better service to its customers they built a new striking high-tech "Industrial Designed" Euro-style facility in San Jose as photographed (RB).

Caltrain SJ Maintenance Facility –Caltrain Graphics – Interior Repair & Exterior Fueling/Washing Area

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

All transportation projects like the CHSRP, **Caltrain 2025 Electrification Plan** have to be structured and prepared in a way that creates a clear course to navigate through the constantly changing environment of socioeconomic, environmental, and political conditions; with adjustments and flexibility through constant feedback and assessment by the project manager and his team. Quality communications with feedback reduces risk when management remains open to planned preemptive flexibility and adaptability to changing conditions and external forces that could change client/stakeholder and or customer requirements or needs.

One is reminded of the expression "garbage in garbage out" related to the quality of communications sent and the related quality in return received as feedback when it comes to the clarity of understanding between project team members, management and staff, client and consultant, manufacturer and customer, or politician and voter/constituent. How many times have we heard that the company or its management lost touch with its markets and its customers/stakeholder from deriving faulty or inadequate feedback, so necessary to improve the very product or services being marketed and offered?

This is a very valid issue when it comes to managing complex transportation mega-projects like the CHSRP and the **Caltrain 2025 Electrification Plan** with new Euro-style HS 110-125 mph Inter-city Express Rail trainsets. The project benefits to the existing customer base of CalTrain in the improvement of shorter travel time and increased comfort traveling in high-speed between San Francisco and San Jose and beyond to Gilroy is an exciting prospect to look forward to happening sooner than later with the implementation of HSIPR funding and CHRSA investment. The project planning and implementation by a talented well paid diverse workforce along with Caltrain management leadership's acceptance to outside innovation and creative talent as team members will help this 2025 vision become a reality.

Conclusion: "The Right Stuff"

In evaluating the future potential success of the implementation of Caltrain's 2025 Electrification and Euro-style HS 110-125 mph trainsets and Inter-City Express services on peninsula and urban transit corridor businesses, employees, and customers that are impacted by the design of the Caltrain/CHSRP infrastructure and service mix, it is important to consider the entire HSR "package" of attributes and technology to be incrementally implemented. This survey supports increased customer mode choice and preference levels as being related to the total quality of the "package" of attributes and quality of improved operational reliability, safety, customer comfort, and travel time reduction. With higher speeds contributing to a faster travel and reduced time between major metropolitan cities and mega-regions the mode share of choice in driving and flying are reduced significantly. Because so many levels and CHSR route station stop communities and customers in California will be affected by these major HSIPR Caltrain and CHSRP changes, it is vital to implement a strategic planning process that includes a variety of involved business types, impacted community stakeholders, smart growth/TOD planners, and business economists to work with local and regional transportation policy makers and agencies.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

The Right System Level of Attributes

Caltrain customer acceptance and maintaining stable rider-ship growth at the station locations will require improvements such as sustainability in service reliability, efficiency and performance from rural and urban transit feeder services that link seamlessly with the Caltrain/CHSR stations/transit centers. However, environmental and industrial design attributes, advanced safety technology, customer friendly features, and marketing can support differentiating the Caltrain and future CHSR from the negative factors experienced by current Caltrain/CHSR stakeholders, and rail corridor communities and system riders.

The Euro-Asian HS Electrified EMU train-set appearance and leading-edge industrial design styling is a key contributor to the system's customer's comfort, appeal, image, identity and positioning. CalTrain/CHSRA operations and passengers will be served by the application of new technologies including: (ITS) Intelligent Transportation Systems, (GPS) Global Position Systems for tracking, (ATC) Automatic Train Control, (Next-Train) station arrival information, (APC) Automatic Passenger Counting, (AFC) Automated Fare Collection, (Smart Cards) electronic passes/cards for faster boarding with pre-payment, transit-based traffic signal control, wayside seismic/disaster prevention sensing devices and improvements in safety/security technology for greater passenger security.

Consistent marketing methodology and modernization will have to be an ongoing process by Caltrain/CHSRA management linking High-Speed Rail services to the mix of traditional bus service and other competing transportation mode choices of flying and driving available to customers. No single formula, set of attributes, or transit mode is right for all situations nor does any one formula remain static over time.

The Right Investment in California's High-Speed Rail Project

Caltrain and CHSRA management's commitment to Blended HSR needs to thoroughly define its market demand model as related to future land-use and population patterns, and clearly in comparing a new interconnected CHSR system to traditional commuter rail service by the CHSR mode choice as being complementary to existing California's passenger/commuter rail network. This modified approach in adaptability to being system compliant with commuter passenger rail systems like Caltrain San Francisco to San Jose and the California Southern Regional Rail Authority (Metrolink) (OCTA) - Los Angeles/Orange County/San Diego ends of the line with its dramatically faster travel speed and operational safety offers an alternative mode choice to driving and flying as well as a marketing opportunity for CHSRA management, regional and local policy makers, and communities of all sizes to seriously support. This "bookends" approach is a game changer for advancing existing passenger rail speeds incrementally sooner while reducing the costs and build out time table of the CHSRP.

In many cases existing state owned right-of-way and phased segment construction allows for incremental expansions, to adapt to changes in future land-use patterns while maintaining equity in transportation accessibility for all who depend upon public transportation. The Caltrain/CHSR is an exciting complementary incremental improvement which will connect seamlessly with

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

other transit links in a multi-modal operation environment of pedestrians, bikes, cars, trucks, buses, light rail, heavy rail, and even connecting with maritime (ferries) and aviation hubs.

The form, shape and how well Caltrain and the CHSR work in harmony as a blended/shared customer-oriented system will depend on the quality of strategic planning and customer marketing methodology and strategies built into the process of implementing and maintaining the initial goals and qualities of the system and its operation over a sustained period of time. Caltrain/CHSRA management's response in meeting the current and future needs of customers makes CHSR a serious contender in supporting and stimulating California's mega-regions connectivity, business/population growth, and future global commerce competitiveness.

The Right Policy – Transit First and TOD

The implementation of CHSR in its ability to integrate with Caltrain and existing commuter rail systems as well as, with other transportation modes, adds tremendous business opportunity to impact rider-ship mode choice patterns affected by future land-use patterns, growth changes and benefits to the environment by reducing the increased driving and flying travel demand projected by the MTC, 2035 strategic plan. CHSR implementation will require major feeder improvements to create an effective door to door surface transportation system capability for reducing congestion as well as increasing mobility options for transit riders and community stakeholders.

The survey's APPENDIX A is a snapshot of eight California passenger rail systems that will connect to the CHSR and APPENDIX B includes a photo snapshot of the ten selected CHRS station location cities, businesses and surrounding communities. It became evident that there could be an opportunity to stimulate significant growth and development of TOD at and around those station sites. On CHSR transit feeder corridors such as San Francisco, the importance of rapid, safe, and equitable public transportation has become part of a "transit first policy' with leading-edge rail and BRT/Rapid Bus projects being either implemented or in the process of planning and development. It may be the actual implementation of combining CHSR and feeder-transit modes with a comprehensive land-use plan that embraces Transit-Oriented Development (TOD) of mixed use and innovative urban housing along transit corridors, which will in the end, significantly boost the customer growth and revenue of the built CHSR and Caltrain.

Good policy and integrated transportation and land-use planning have far-reaching consequences and positive impacts on transportation and the viability of transit corridor businesses. The survey shows that ultimately the success of the Caltrain/CHRS station areas and associated transit corridor businesses are intertwined and can orchestrated with transportation demands to create stakeholder and community harmony and stimulate urban vitality through innovation and vision in policy, planning, marketing, and transportation management leadership. The future success of the Caltrain/CHSR as a customer mode choice is critically dependent upon many complex and interrelated issues of land-use, design, operations, infrastructure characteristics, and customer marketing appeal to meet the goals of delivering a faster, more reliable, customer preferred transportation mode.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

The Right Management Leadership Model for Driving HSIPR Innovation

Effective leadership and managers embracing a vision of improvement of existing transportation systems need to grasp the importance of the roles of innovation and creativity in the process of developing leading edge transportation systems and solutions that fully benefit society. This requires integrating design and creative strategies within the traditional roles of managing the organization's operations and its mission through discipline, focus, and leadership. Problematically, public sector transportation organizations like Caltrain and the future CHSR are funded by multiple sources of local, regional, state, and federal sources and involve critical public oversight of how the money is programmed and spent. Innovation can be expensive, takes time, and may be out dated by the time the transportation project goes from the arduous planning stage to build-out and implementation.

The public sector and U.S. transportation policy makers need to embrace the ideals of integrity, honesty, and political bi-partisan cooperation in funding sustainable implementation of fast and safe HSIPR and expanded HSR connectivity for the benefit of society and America's economic well being. To be a truly great leader one must have etched in the soul the principals of "doing the right thing", the belief of integrity and service for the benefit of the public. Only history will justify the right and wrong of the CHSRA leadership's strategic decisions, in building a public works mega-project like the California High-Speed Rail project, with the CHSR project's far reaching multi-generational impact, as well as the potential benefit to California, and the future of HSR development and implementation linking U.S. regional mega-regions.

Caltrain/CHSRA leadership must take the ultimate responsibility for its actions, vision, and business ethics by virtue of the authority bestowed by the principals of "public trust". Encompassing the role of leadership; in an increasingly complicated, regulated, and political policy driven environment, are the unpredictable risks that challenge and can compromise and diminish the effectiveness of leadership. Tolerating mediocrity in the quality of a new product, service, or project like the CHSRP or Caltrain's 2025 Electrification Plan should not be accepted or tolerated by passenger rail management or the public.

It is imperative that the American public stand up for legislating Transportation Public Policy priority for building and funding HSIPR and HSR network infrastructure, as well as local multi-modal transit for seamless door to door connectivity. Euro-Asian Ultra High-Speed Rail high-tech industrial designed trainsets and infrastructure are pushing the innovation curve in reliable higher speed capability, and far outdistancing the U.S. The need for greater innovation and creativity is evident in the U.S. when looking at other countries' new and faster "state of the art" high-speed rail and transit system designs coming on line globally. Caltrain is taking the right steps to improve the quality of service and protect its market by funding electrification, trainsets infrastructure and trainsets through partnership and investment from the CHSRP. This is a way forward for Caltrain improvements and implementing higher-speeds in support of building statewide north to south rail connectivity. All aboard, and fly on HS passenger rail.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

APPENDIX A

Passenger/Commuter Rail Snapshots

Eight Passenger Rail Systems

CALTRAIN

CAPITOL CORRIDOR

ACE ALTAMOT EXPRESS

BART

SAN JOAQUIN

COAST STARLIGHT

PACIFIC SURLINER

METROLINK

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Caltrain: San Jose to San Francisco - Gilroy

Caltrain (reporting mark **JPBX**) is a California commuter rail line on the San Francisco Peninsula and in the Santa Clara Valley (Silicon Valley). The northern terminus of the rail line is in San Francisco, at 4th and King streets; its southern terminus is in Gilroy. Trains operate out of San Francisco and San Jose on an approximately hourly basis every weekday, with more frequent service provided during commute hours and for special events (such as sporting events). Service between San Jose and Gilroy is limited to three daily commute-hour round trips. Average weekday ridership in February 2011 was 41,442 persons per day, up 12.7% from February, 2010. (Fleet 110 Cars, 29 Locomotives)

Caltrain is governed by the **Peninsula Corridor Joint Powers Board** (**PCJPB**), which consists of three member agencies from the three counties in which Caltrain line serves. Each member agency sends three representatives to constitute a nine member Board of Directors. The member agencies are the City and County of San Francisco, SamTrans and the Santa Clara Valley Transportation Authority



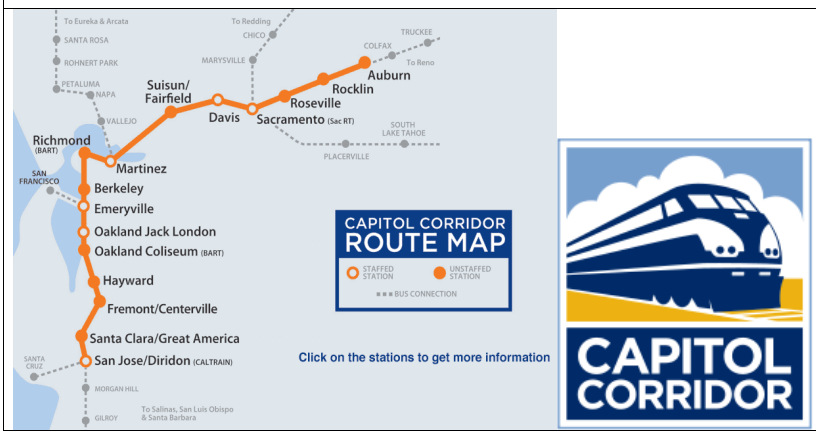


Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Capitol Corridor: Sacramento – San Jose – SF

The ***Capitol Corridor*** is a 168-mile (275 km) passenger train route operated by **Amtrak** in California. Because it is fully supported by the state, the *Capitol Corridor* operates under *Amtrak California*. It runs from the San Francisco Bay Area to Sacramento, roughly parallel to Interstate 80. One train a day continues through the eastern Sacramento suburbs to Auburn, in the foothills of the Sierra Nevada. The trains are administered by the Capitol Corridor Joint Powers Authority and managed by employees of Bay Area Rapid Transit. Capitol Corridor trains started in 1991.

The Capitol Corridor is used by commuters between the Sacramento area and the Bay Area as an alternative to driving on congested Interstate 80. Many politicians, lobbyists, and aides live in the Bay Area and commute to their jobs in Sacramento, while workers in the Oakland, San Francisco, and Silicon Valley employment centers take the Capitol Corridor trains from their less expensive homes in Solano County and the Sacramento metropolitan area. Capitol Corridor has had 16 weekday trains each way between Oakland and Sacramento, up from twelve in 2005. (Seven of the sixteen run to/from San Jose.) According to its management, ridership on the Capitol Corridor trains tripled between 1998 and 2005. Caltrain partnership: San Jose Diridon Station Connect.



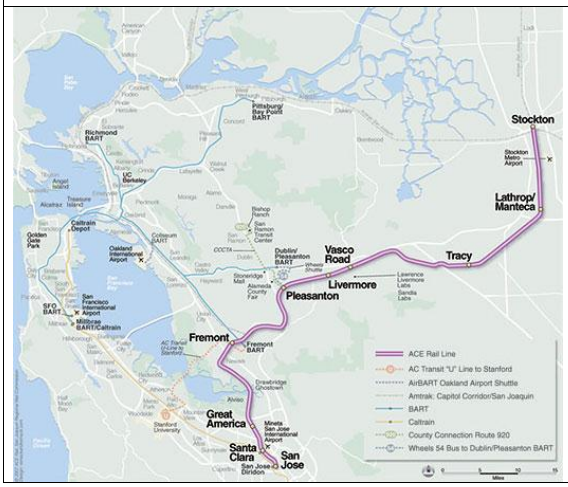
Submission I006 (Roger Bazeley, May 25, 2016) - Continued

ACE Altamont Express

Stockton – San Jose; *Caltrain* Connecter SJ

The **Altamont Commuter Express** (also known as **ACE**, pronounced "ace") is a regional rail service in California connecting Stockton with San Jose. (Fleet 20 cars, 5 Locomotives)

It is named for Altamont Pass, through which it travels. The service started on October 19, 1998, with two trains daily in each direction (weekdays only), and as of November 2009 runs three trains daily in each direction. There are ten stops along its 86 miles (138 km) route; travel time is about 2 hours and 10 minutes end-to-end. The **tracks are owned by Union Pacific**. ACE uses Bombardier Bi-Level Coaches and MPI F40PH-3C locomotives. It is managed by the **San Joaquin Regional Rail Commission** and operations are contracted to **Herzog Transit Services**. Average weekday ridership As of 2008 is 3,700. ACE has explored the possibility of expanding on two lines—a Modesto-Sacramento line, and a Stockton-Pittsburg line.



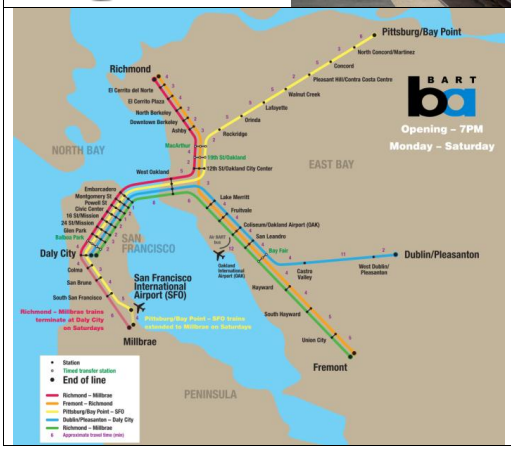
Submission I006 (Roger Bazeley, May 25, 2016) - Continued

BART- Bay Area Rapid Transit

East Bay – San Francisco *Caltrain* Connect to SFO

Bay Area Rapid Transit (**BART**) is a rapid transit system serving the San Francisco Bay Area. The heavy-rail public transit and subway system connects San Francisco with cities in the East Bay and suburbs in northern San Mateo County. BART operates five lines on 104 miles (167 km) of track with 44 stations in four counties. With an average weekday ridership of 367,591 passengers, BART is the fifth-busiest heavy rail rapid transit system in the United States. (Fleet 669 Heavy Rail)

BART is operated by the San Francisco Bay Area Rapid Transit District, a special-purpose transit district that was formed in 1957 to cover San Francisco, Alameda County, and Contra Costa County. In some ways, BART is the successor to the Key System until 1958. BART has served as a rapid transit and commuter rail system, and provided an alternative transportation route to highway transportation; though its critics counter its four decades to expand at a steep cost.



Submission I006 (Roger Bazeley, May 25, 2016) - Continued

San Joaquin-Amtrak

La– Orange County – Riverside – San Bernardino

The ***San Joaquin*** (sometimes referred to as ***San Joaquin's***) is a passenger train operated by Amtrak as part of the Amtrak California network in California's Central Valley. Twelve trains a day run between its southern terminus at Bakersfield and Stockton, where the route splits to Oakland (four trains each way a day) or Sacramento (two trains each way a day). At Bakersfield, Thruway Motorcoach bus service connects to Los Angeles Union Station and points in Southern California, the High Desert and the Central Coast. The *San Joaquin* does not continue south of Bakersfield because the only line between Bakersfield and points south, via Tehachapi Pass, is one of the world's busiest single-track freight rail lines. The *San Joaquin* is Amtrak's fifth-busiest service in California. During fiscal year 2011, the service carried over one million passengers, a 9.2% increase from FY2010. Total revenue during FY2011 was US$35,704,109, a 13.9% increase over FY2010.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Coast Starlight-*Amtrak*

Seattle, Sacramento, Oakland, San Jose, Los Angeles

The ***Coast Starlight*** is a passenger train operated by Amtrak on the West Coast of the United States. It runs 1,377 miles (2,216 km) from King Street Station in Seattle, Washington, to Union Station in Los Angeles, California. The train's name was formed as a merging of two of Southern Pacific's train names, the *Coast Daylight* and the *Starlight*. These were two of SP's numerous Coast Line trains. Major station stops along the route between Seattle and Los Angeles are; Portland and Eugene, Oregon, and Sacramento, Emeryville (for San Francisco), Oakland, San Jose, San Luis Obispo, California, and Santa Barbara, California. During fiscal year 2011, the *Coast Starlight* carried over 425,000 passengers, a decrease of 4% from FY2010. The train had revenue of $39,997,952 during FY2011, a 6.9% increase from FY2010.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

Pacific Surfliner-*Amtrak*
San Diego – Los Angeles – San Luis Obispo

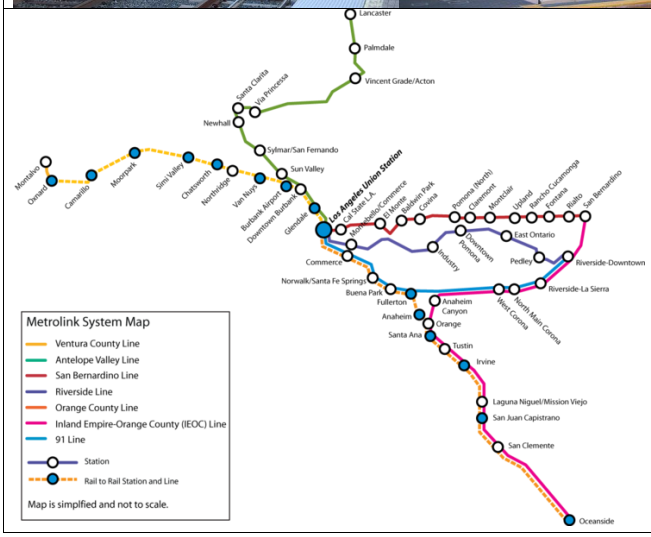
The ***Pacific Surfliner*** is a 350-mile (563 km) Amtrak regional passenger train route serving communities on the coast of Southern California between San Diego and San Luis Obispo. It is part of the Amtrak California series of trains. The service carried nearly 2.8 million passengers during fiscal year 2011, a 6.6% increase from FY2010. Total revenue during FY2011 was $55,317,127, an increase of 11.7% over FY2010.[1] The *Pacific Surfliner* was Amtrak's third-busiest service, and the busiest outside the Northeast Corridor. The Los Angeles-to-San Diego portion of the *Pacific Surfliner* route was once served by the Santa Fe's *San Diegan* passenger trains until Amtrak took over the route in the 1970's keeping the "San Diegan" moniker until the *Pacific Surfliner* name was bestowed on the route on June 1, 2000 as part of a new marketing campaign reflecting the line's more frequent service north of Los Angeles and new bi-level cars with unique livery manufactured by Alstom that replaced Horizon cars, bi-level California Cars manufactured by Morrison-Knudson, and the Am fleet cars previously assigned to the route.

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Metrolink

LA– Orange County – Riverside – San Bernardino

Metrolink (reporting mark **SCAX**) is a commuter rail system serving Los Angeles and the surrounding area of Southern California; it currently consists of six lines and 55 stations using 512 miles (824 km) of track. The system operates in Los Angeles County, San Diego County, Orange County, Riverside County, San Bernardino County and Ventura County. It connects with the Metro Rail system which serves Los Angeles County, with the San Diego Coaster and Sprinter commuter rail services which serves San Diego County and with Amtrak's *Pacific Surfliner*, *Coast Starlight*, *Southwest Chief* and *Sunset Limited* intercity rail services. The system, founded in 1991 as the **Southern California Regional Rail Authority** (**SCRRA**), started operation in 1992. Average weekday ridership rose to 41,000 by May 2011.



Submission I006 (Roger Bazeley, May 25, 2016) - Continued

APPENDIX B

TOD Snapshots: CHSR Segment Station Locations

Ten Cities

SACRAMENTO

SAN FRANCISCO

SAN JOSE

MERCED

FRESNO

BAKERSFIELD

PALMDALE

LOS ANGELES

ANAHEIM

SAN DIEGO

*

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

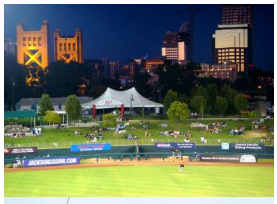
SACRAMENTO

TOD

Snapshot: Grade A

State Capitol

Diverse Urban Land-use
100 Square Miles
Pop: 1,418,788
Retail Business $1.57B
CHSR Customer Base
Excellent-Urban, U.C.D.



Educational Institutions
U.C. Davis Medical Center
Sacramento State

State Railway Museum
Convention Center
Urban Parks,

Excellent Transit Links:

Light-Rail, Buses,
Commuter Rail Amtrak
Capitol Corridor Rail
Maritime Port Facilities

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

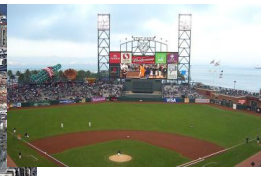
SAN FRANCISCO

TOD

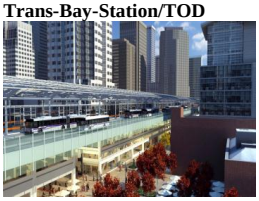
Snapshot: Grade A+

Urban/Metro Land-use
47 Square Miles
Pop: 815,358 PC $70,776
13th Largest U.S. City
CHSR Customer Target
U.S. Overseas Tourists,
U.C.S.F., Bio-tech, Metro

Educational Institutions:
U.C.S.F., Bio-Engineering, Medical School. USF, Academy of Art, Art Institute
SF Symphony, Opera, Ballet, Convention Center, Teams: SF Giants, SF Forty-Niners
Iconic: Golden Gate Bridge



Transit Links:
CalTrain SF-SJ, BART, SFMTA-Light-Rail+ Bus System, Southwest-
SFO Intl. Airport, CHSR
Trans-Bay-Station/TOD



Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

SAN JOSE

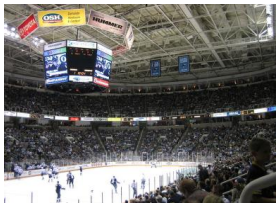
TOD

Snapshot: Grade A+

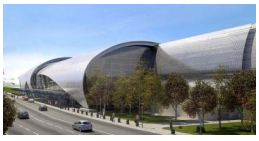
Silicon Valley-High-Tech

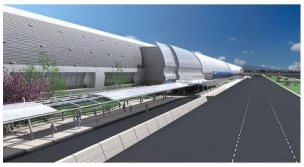
Diverse Urban Land-use
100 Square Miles
Pop: 958,789
10th Largest U.S. City
CHSR Customer Base
Excellent-Urban, U.C.D.,
SJ Sharks- HP Pavilion

Educational Institutions
San Jose State University
Mineta Transportation Institute,
Performing Arts,
Tech Museum,
Convention Center
Urban Parks



Excellent Transit Links:
VTA Light-Rail, Buses,
Commuter Rail Amtrak
Capitol Corridor, Altamont
Commuter Express,
CalTrain-SJ-SF
SJ/Mineta Intl. Airport





Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

MERCED

TOD

Snapshot: Grade C+

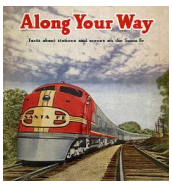
U.C. Merced

Diverse Rural Land-use
23 Square Miles
City size is #153 in CA
Pop: 18.000 #153 CA
CHSR Customer Base
U.C. Merced, Yosemite

Educational Institutions:
U.C. Merced (New
Expanding Campus 4,000-
Future 32,000
Merced College
Agriculture, Yosemite
NP Gateway

Transit Modes:

Amtrak Thruway Buses,
Commuter Rail Amtrak
San Joaquin Rail-280 Daily
Passengers (Merced)
Outdated-Upgrades
CHSR: TOD Dev. 20-30
years future Growth tied to
U.C. Merced



Submission I006 (Roger Bazeley, May 25, 2016) - Continued

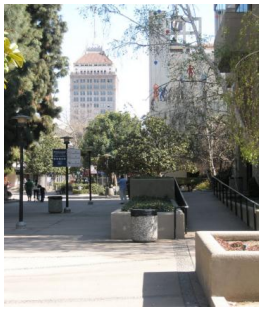
Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

FRESNO

TOD

Snapshot: Grade A-

Amtrak Station

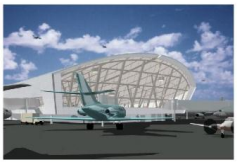


Diverse Urban Land-use
104 Square Miles
Pop: 466,714 City
Retail Business $4.7 B
CHSR Customer Target:
5th Largest City in CA
Metro Pop 1,107,416

- **Hispanic – 468,070 (43 %)**
- **White – 304,522 (40%)**
- **Black – 45,005 (8%)**
- **Asian – 87,922 (4.3%)**
- **Mixed – 17,208 (2.9%)**

Education: Fresno State
IRS Processing-Gov Jobs

Excellent Transit Links:
Buses-Greyhound, Local
Fresno Intl. Airport
Commuter Rail Amtrak
San Joaquin Express
2 Million Monthly
Passengers. +10% 2010



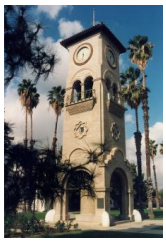
Submission I006 (Roger Bazeley, May 25, 2016) - Continued

BAKERSFIELD

TOD

Snapshot: Grade B-

Amtrak Station



Diverse Urban Land-use
115 Square Miles
Pop: 324,463
CHSR Customer Base Growing Slowly
Housing Value (-10.3%)

- **Hispanic - 139,406 (43.0%)**
- **White - 132,712 (40.9%)**
- **Black - 25,997 (8.0%)**
- **Asian - 14,041 (4.3%)**
- **Mixed - 9,572 (2.9%)**

Average Transit Links:

Golden Empire- Buses
Commuter Rail Amtrak
413,000 Passengers. +4.3%
2010

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

PALMDALE

TOD

Snapshot: Grade C-

Transportation Center

Small Town Land-use
102 Square Miles
Pop: 143,277 City
PC Income $46,763
CHSR Customer Target:
TOD density potential low,
High Desert-arid

Housing-Recreation Center
Edwards Air Force Base

Transit Links:
Buses-Greyhound, Local
Antelope Valley Bus Line
Linking to:
Commuter Rail Amtrak
LA Metro-liner

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

LOS ANGELES

TOD

Snapshot: Grade A

Diverse Business/Trade

Diverse Urban Land-use
470 Square Miles
Pop: 3.8 Million
2nd Largest U.S. City
CHSR Customer Base
Excellent-Urban/Retail
U.C.L.A.., Staples Center

Educational Institutions:
U.C.L.A., Medical Centers,
Southwest Law, U.S.C.,
Disney Performing Arts,
Convention Center, Parks,
Sport Teams: Lakers, Clippers,
Dodgers. Kings

Excellent Transit Links:
Union Station: Amtrak,
LA Metro-Light-Rail,
BRT/Bus System, TOD,
LA Intl. Airport

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

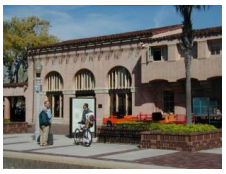
Managing California's Incremental Intercity Passenger Rail Programs in Support of CHSR Connectivity - Roger Bazeley

ANAHEIM

TOD

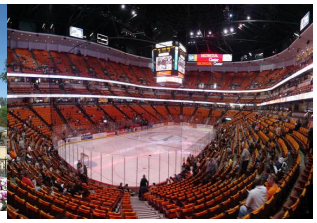
Snapshot: Grade B





- **Pop. 337,896 +3%**
- **Income PC $21,675**
- **House ($540,414)**
- **50 Square Miles**
- **CHSR best target Disneyland visitors**

- **Transportation: Metro-liner, Amtrak, Bus, Freeway, Interstate Connectivity B+ A-**
- **Main Attractions: Disneyland, Anaheim Ducks-Hockey Team**


Hispanic 180,666 (53.5%)
White 90,711 (26.8%)
Asian 48,024 (14.2%)
Black 9,324 (2.8%)

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

SAN DEIGO

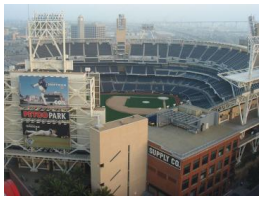
TOD

Snapshot: Grade B+

Bio-Science
Business/U.S.N. 3rd Fleet

Diverse Urban Land-use
324 Square Miles
Pop: 1.2 Million +2.7%
8th Largest U.S. City
CHSR Customer Target
Tourists, U.C.S.D., U.S. Navy, Defense, Bio-tech

Educational Institutions:
U.C.S.D., Bio-Engineering, Medical School, Salk Institute, Disney Performing Arts, Convention Center, Sport Teams: SD Chargers,
Iconic: Balboa Park-SD Zoo



Transit Links:
Amtrak: Coastal Liner,
San Diego-Light-Rail, Bus System, Southwest-
SD Intl. Airport

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

ABBREVIATIONS AND ACRONYMS

ACCMA	Alameda County Congestion Management Agency
AC Transit	Alameda-Contra Costa Transit Agency
ADA	Americans with Disabilities Act, Reference to ADA Compliant
ADT	Average daily traffic; average daily trips
ADT	Automatic Train Detection (rail/HSR system)
ATC	Automatic Train Control (rail/HSR system)
Automatic Guidance	A mechanical or electronic system for automatic guidance control of vehicle
AVL	Automatic vehicle location system
Branded Identity	Identity and image communicated through graphic design. Logo, Vehicle (Train-sets) Graphics and paint schemes, organizational identity applied to all marketing communications, advertising, media, vehicle fleets, uniforms, signage,
BART	Bay Area Rapid Transit
BRT	Bus Rapid Transit
BSP	Bus Signal Priority
Caltrans	California Department of Transportation
CCTV	Closed-Circuit Television

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

CHSR	California High-speed Rail
CHSRA	California High-speed Rail Authority
CHSRP	California High-speed Rail Project
CMA	Congestion Management Agency
CNG	Compressed natural Gas
EVP	Emergency vehicle preemption
FHWA	Federal Highway Administration
FTA	Federal Transportation Administration
GPS	Global positioning system
Headway	The time interval between the passing of the front ends of transit vehicles moving along the same lane or track
HOV	High-occupancy vehicle
HRT	Heavy Rail Transit
HSR	High-speed Rail, UHSR Ultra High-Speed Rail
ICE	ICE – Intercity Express-HSR; DB German Railway
JR/JNR	Japan Railways (Private 1987); Japan National Railways (Pre-1987)
JPA	Joint Powers Authority
LA Metro Rapid	Los Angeles BRT, Bus Rapid Transit System (LA Metro Rapid 720-Wilshire)

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

LOS	Levels of service (quality and quality of transit free flow, affected by levels of congestion, Scaled A-F)
LRT	Light Rail Transit
MTA	Metropolitan Transportation Authority (Los Angeles area)
MTC	Metropolitan Transit Commission (S.F. Bay Area)
MTI	Mineta Transportation Institute
Next-Train	Information system denoting the arrival of the next train, displayed at rail train stops
NIMBY	"Not in my backyard"
MUNI	San Francisco Municipal Railway, Operates Buses, LRT, Street Cars, and Cable Cars
NABI	North American Bus Industries, Leading-Edge Bus Design (LA Metro Rapid)
Ped	pedestrian
Rapid Bus	Bus system with wider spacing between stops, 5. Mile – 1 Mile with special system elements and attributes to increase speed, frequency with special buses, branding. Usually one step below a full BRT with exclusive travel way
SAM Trans	San Mateo County Transit
Smart Corridors	Refers to the implementation of signal priority and signal management along a corridor to create better traffic flow, when linked with Bus Transit GPS it can give signal priority to transit: i.e., AC Transit San Pablo Rapid Bus
SFCTA	San Francisco County Transportation Authority

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

SOV	Single-Occupancy Vehicle
TCRP	Transit Cooperative Research Program
Trans-Def	Transportation Solutions Defense and Education Fund
TSP	Traffic Signal Priority
TOD	Transit-Oriented Development
TSP	Traffic Signal Priority
TVM	Ticket Vending Machine
VMS	Variable Message Sign
WiFi	Wireless Fidelity

Table 9 Abbreviations and Acronyms

Submission I006 (Roger Bazeley, May 25, 2016) - Continued

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Submission I006 (Roger Bazeley, May 25, 2016) - Continued

ROGER M. BAZELEY, *IDSA*
M.S.T.M., M.S.I.D., C.T.S.M.

PRINCIPAL INVESTIGATOR

Roger Bazeley currently is serving as Director of Marketing/Industrial Design Services, for Design Strategy-USA, an industrial design and marketing communications consulting firm, which has specialized in corporate and brand identity programs for both private and public sector organizations. The projects have included transportation design and branding programs for airlines and transit organizations, retail store design and marketing programs, as well as packaging and industrial design. Over the past decade Mr. Bazeley has concentrated efforts on transportation design, traffic and pedestrian safety improvement projects in San Francisco and the State of California.

He led a ten year campaign as a PTA/San Francisco District Board member for school traffic and pedestrian safety improvements. Working collaboratively with city, regional, and state agencies along with numerous stakeholder groups these improvements have contributed to the statewide reduction of school children's fatalities and injuries. Roger Bazeley authored the 2001, State PTA *School Traffic and Pedestrian Safety Improvement Resolution* resulting in local and statewide legislation which changed the policy and funding priorities for school and pedestrian safety projects.

Roger Bazeley holds a M.S. in Industrial Design/Packaging from Pratt Institute, where his thesis on *Redesigning Public Safety Services/NYPD—Public Sector Branding*, lead to implementing a Brand Identity program for the NYPD in 1974, resulting in the iconic "NYPD Blue and white" public safety identity. He also holds two undergraduate degrees from the University of Wyoming, with a B.A. in Advertising/Art Design, and a B.A. in International Studies/Anthropology.

June 2007, Mr. Bazeley was awarded an M.S.T.M., Masters of Science in Transportation Management from the Mineta Transportation Institute, San Jose State University. He is an active member in professional organizations and participates as a safety advocate in a number of local, regional, and state transportation and pedestrian safety committees. Currently he has been an advocate of building quality leading-edge high-speed rail systems in select U.S. mega-regions if backed by sustainable public-private funding with a strong TOD/revenue based business plan for creating sustainable HSR re-investment opportunities to cover HSR operations and future expansions. Mr. Bazeley actively works in maritime transportation safety and security areas with the U.S.C.G.-AUX. facilities inspections unit at container ports, hazardous materials handling ship facilities, vessel inspections, and marine environmental pollution incident prevention and response.

Submission I007 (Roger Bazeley, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

D1

NAME: Roger Bazeley	DATE: 5/23/2016
REPRESENTING: Self - HSR Advocate	EMAIL: GAZeley@comcast.Net
ADDRESS: 1000 Green Street, #501	PHONE: 415-673-3652
CITY: San Francisco / STATE: CA	ZIP: 94133

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? email PDF ☒ YES ○ NO

COMMENTS: In support of HSR improvements and Electrification of CALTRAIN in preparation for Running High-speed Rail Trainsets.

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I007 (Roger Bazeley, May 23, 2016)

station farther out -- and we would also like to see study of the grade separation at and we would like to see EIR address the alternative plans for the DTX -- the city impact, because we'd rather not see as much resource put into the short-term modifications to 4th and King as to all these agencies working together to get the DTX funded and get DTX built so that is as useful and as heavily used as possible.

Those are our comments. Thank you.

MR. PONCELET: Okay. Thank you very much, Esther. And it's possible to sort of loosen the midsection.

Okay. Next up, Roger (inaudible).

AUDIENCE MEMBER: Good evening. I've been a long-time supporter and advocate for high-speed rail and improved rail development. I believe that it's very important for the economic development down the sea, throughout the whole state. I believe there's regions of economic development and regions where people can't afford to live where other areas are more affordable; and so it's a great way to bring areas of the state together.

Now, as far as the Peninsula section, I do believe that edification will be much quieter, much safer, much smoother system and be less vibration than from diesel engines now in use there.

Submission I007 (Roger Bazeley, May 23, 2016) - Continued

I am very concerned with the overall years of injuries and, you know, fatalities of people wandering on the right-of-way on the tracks of Caltrain, disruptions that are going to take place and do many of the trains and -- it could be not for just a few minutes, but several hours, and have the result of (inaudible) and things of that nature; so I am in favor of grade separation of all 43 crossing areas, and it's very expensive, obviously, but I think it's very necessary.

I just got back from riding -- I just got back from riding many of the Shinkansen models in Japan -- the train sets, the most advanced train sets, the 7, the 6, the 5 -- just incredible, the way they handle things there. I am also going --

MR. PONCELET: Yeah, you want to step away.

AUDIENCE MEMBER: So my experience in Japan was incredible. I go every year. My wife is from there; so we ride Shinkansen a lot, and the basic rail -- the interconnected between the rails. One thing is the transfer and development, I think, is very important in each station platform and each station position. And I am a strong advocate of smart planning and transfer and development.

I could recommend that anybody who hasn't, take a look at the -- online, taken a look at the new station

Submission I007 (Roger Bazeley, May 23, 2016) - Continued

in Japan, it's incredible. Probably has a lot in common with the Diridon Station Development Plan. It's a very open ship that, you know, is designed -- it's a very dramatic design.

And, second, these new Shinkansen lines -- in the 30 years to build that line, but it's now the center of attention of attention in Kanazawa. It's brought new business and new energy to the place. The (inaudible) source, they have -- they use in department stores, also, positioned in this thing, and they have -- the villagers come in with their incredible goods and foods from the area, and they have cultural days where they drink and sing; so it becomes a real center that belongs, and I think it's very important in the great separations or right-of-ways that we make these two to three stations that are really incredible TOD examples. Thank you very much.

And, by the way, I also submit most of this stuff in a report -- 78-page report I wrote for high-speed rail for the (inaudible) transportation institute classes I was taking and I got a degree from, and I will submit as a PDF into public comment. Thank you.

MR. PONCELET: Okay. Thank you very much.

Next is Mark Stevenson.

Submission I008 (Bobbie Benson, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: Bobbi Benson

DATE: 5-24-16

ADDRESS: 550 El Camino Real #103

EMAIL: bobbi_bens or reconnect.net

PHONE: 650-455-4563

CITY: Burlingame

STATE: CA

ZIP: 94010

MEETING LOCATION: San Mateo Marriott

AFFILIATION:

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

○ STATEWIDE

● SAN FRANCISCO TO SAN JOSE

○ SAN JOSE TO MERCED

COMMENTS:

Burlingame residents want to eliminate deaths due to train crossings at grade, so please use grade separation at the Broadway + Burlingame Ave. stations. At the Burlingame Ave. station, most high school students must cross the RR tracks to get to/from school (also, teachers). Grade separation would not divide our densely-packed towns + would preserve our historic station as well as Quad Row, the basis of our taxes.

Bring back the weekday stops at the Broadway station. We'll eventually build more residential units in that area - people don't to live near public transit.

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ○ YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I009 (Dawn Billman, June 13, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Dawn
Last Name :	Billman
Business/Organization :	
Email :	paloaltodawn@gmail.com
Stakeholder Comments/Issues :	I think it is very important for grade separations to be included as part of this project, passing through Palo Alto. Without grade separations the traffic, danger, and noise would be unacceptable. I would like to see the train put entirely underground, beneath the present tracks and Alma Street. The real estate above could then be used for housing and the proceeds from the sale of the real estate be used to finance the project. I would also like to see 4 tracks built so that there is room for expansion both of Caltrain and of HSR. Furthermore HSR should stop in Palo Alto or a neighboring town, so that it's a benefit to commuters who travel to this part of the peninsula every day. THINK LONG TERM! Let's do it first rate the first time! Dawn Billman 1450 University Avenue Palo Alto, CA 94301

Submission I010 (Herb Borock, June 8, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Herb
Last Name : Borock
Business/Organization :
Email : herb_borock@hotmail.com
Stakeholder Comments/Issues :

NOTE: This is the second attempt to send my comments on the scope of the EIR/EIS to the California High Speed Rail Authority. The first attempt to send my comments to two addresses was returned as undeliverable. I am adding the third address that appears in the Notice of Intent in the Federal Register. The first email address (sanfrancisco_sanjose@hsr.ca.gov appears in the Notice of Preparation). The second email address (san.francisco_san.jose@hsr.ca.gov) appears at "Submitting a Scoping Comment"

(http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/sanfran_sanjose.html).

Herb Borock

P. O. Box 632

Palo Alto, CA 94302

June 7, 2016

Mr. Mark McLoughlin

Director of Environmental Services

Attention: San Francisco to San Jose EIR/EIS

California High Speed Rail Authority

100 Paseo de San Antonio

San Jose, CA 95113

Submission I010 (Herb Borock, June 8, 2016) - Continued

SAN FRANCISCO TO SAN JOSE EIR/EIS

Dear Mr. McLoughlin:

The San Francisco to San Jose EIR/EIS must include an analysis of the cost and time to construct grade separations at each of the project's 42 at-grade road crossings, including the impact of the construction schedule for each grade crossing on the adjacent road network and on the on-time performance schedule of Caltrain and High Speed Rail trains during the construction period for each grade separation taking into account the need to construct bypass roadways and bypass tracks (shoofly tracks) during construction of grade separations.

To be able to provide a meaningful answer to the subject of constructing grade separations, the Draft EIR/EIS must make assumptions about how long it would take to construct each grade separation, how many construction crews could be operating simultaneously constructing grade separations in different locations, and which grade separations would be constructed during current Caltrain operations, during building of the Peninsula Corridor Electrification Project, during the operation of an electrified Caltrain, during the construction of the High Speed Rail San Francisco to San Jose project section, and during the operation of that project section.

For example, if it takes three to four years to construct each grade separation, how many construction crews would be needed for grade separations to complete the grade separations before the Business Plan's expected start date for train operations on the San Francisco to San Jose project section taking into account the fact that construction could not start until after the Final EIR/EIS is certified as complete and accurate after court review due to any litigation challenging the Rail Authority's certification and project approval.

Also, Caltrain could not run bullet trains through active construction areas unless construction occurs only at night, because train operators would need to operate more slowly while construction of grade separations was taking place.

Similarly, High Speed Rail trains could not comply with the 30-minute time period for travel between San Francisco and San Jose if those trains had to operate while construction of grade separations was

Submission I010 (Herb Borock, June 8, 2016) - Continued

taking place.

The above comments need to be responded to regardless of who pays for the grade separations.

It doesn't matter how many at-grade crossings the project assumes will be replaced by grade separations and how many the project assumes will be replaced by quad gates, because the EIR/EIS is required to analyze a reasonable range of alternatives to the project, including alternatives that improve the project and lessen its impact.

Constructing grade separations at all 42 at-grade crossings would improve the project, because the grade crossings would eliminate conflict with vehicle traffic that could collide with trains and thereby degrade train performance.

Constructing grade separations at all 42 at-grade crossings would lessen the impact of the project on vehicle traffic that would have to stop at the at-grade crossings whenever there is a train present, which is currently estimated as at least once every three minutes during peak times, and more frequently when High Speed Rail is operating trains with the frequency required to achieve the financial results predicted in the Business Plan.

Sincerely,

Herb Borock

cc: Ms. Stephanie Perez

Environmental Protection Specialist

Office of Program Delivery

Federal Railroad Administration

1200 New Jersey Avenue SE

Washington, DC 20590

via email to stephanie.perez@dot.gov

Submission I010 (Herb Borock, June 8, 2016) - Continued

Submission I011 (Mike Brady, May 24, 2016)

D1

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: MIKE BRADY		DATE: 5/24
REPRESENTING: SELF	EMAIL:	
ADDRESS: 1001 MARSHALL ST.		PHONE:
CITY: REDWOOD CITY	STATE: CA	ZIP: 94063

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I011 (Mike Brady, May 24, 2016)

have your comments inserted into the public record.

So, with that in mind, I think we're going to start up. And I would first like, then, to invite Mike Brady to the mic. And Mike will be followed up by Paul Jones. Please, when you speak, if you could give your name and your affiliation.

MR. BRADY: Mike Brady. I'm with the Peninsula Coalition on High-Speed Rail -- Community Coalition on High-Speed Rail. I live in Menlo Park.

You said this was our meeting. I notice you've already exceeded the allotments you assigned to yourself by 50 percent, so I hope that you'll give the speakers, since it's our meeting, a similar gracious accommodation.

Now, you are about to inflict on the Peninsula the greatest traffic disaster that the Peninsula has ever experienced or will ever experience, through this project, and you've made no plans for it whatsoever. Your own people just said you're going to have 10 trains going north and 10 trains going south every hour; 20 trains per hour, crossing 47 intersections between San Francisco and San Jose. You all do the math. Down come the crossing guards every three minutes, compared to what happens now. Nothing like that. We have a

Submission I011 (Mike Brady, May 24, 2016) - Continued

disastrous traffic situation on the Peninsula. Facebook, Google, everything up San Mateo, Belmont, Millbrae, Burlingame, down to Palo Alto, Sunnyvale, Santa Clara, a mess. And you are going to aggravate -- you're going to take millions of hours away from workers trying to get to town -- trying to get to work on time. When do they go? At rush hour for your trains. When do they come home? At rush hour for your trains. It is a nightmare.

You have no money for grade separation; you've admitted that. Your answer? Oh, it will take us 20 years to work that out. Well, I'm sorry. The Peninsula cannot put up with this for 20 years. We cannot put up with this. And, in Burlingame, when this was brought up, all you said was, Well, we're studying it. We're studying it. It's -- it's an issue.

It's a hell of an issue. It's a hell of a way to run a railroad.

Now, the next thing I want to mention is the Union City project. I've been going to your meetings and your board meetings at the High-Speed Rail and Caltrain meetings for a long time, and you always say, Oh, we have all the necessary agreements. There's no problem. We've got MOU.

Submission I011 (Mike Brady, May 24, 2016) - Continued

We've got understandings.

You have not squared with the public. You're not telling the public that you lack the most fundamental agreement of all: Permission for this entire project, permission to use the Peninsula corridor from Union Pacific Railroad. Union Pacific has the absolutely legal right to say, no, you cannot use the corridor for high-speed railroad on this project. And they told you that three weeks ago. After you issued your business plan, they sent you a letter saying, you do not have our permission to use the Peninsula corridor for this project. You do not.

Union Pacific also said, if you persist, and even if we grant our permission, we're going to insist on giant concrete barriers separating your trains from our trains. What's that going to do to the Jerry Hill bill, the protection of the Peninsula. A right-of-way that's a hundred feet wide will have to go to 200 feet wide. What's that going to do to all the properties, businesses and homes, along the corridor? It's a nightmare.

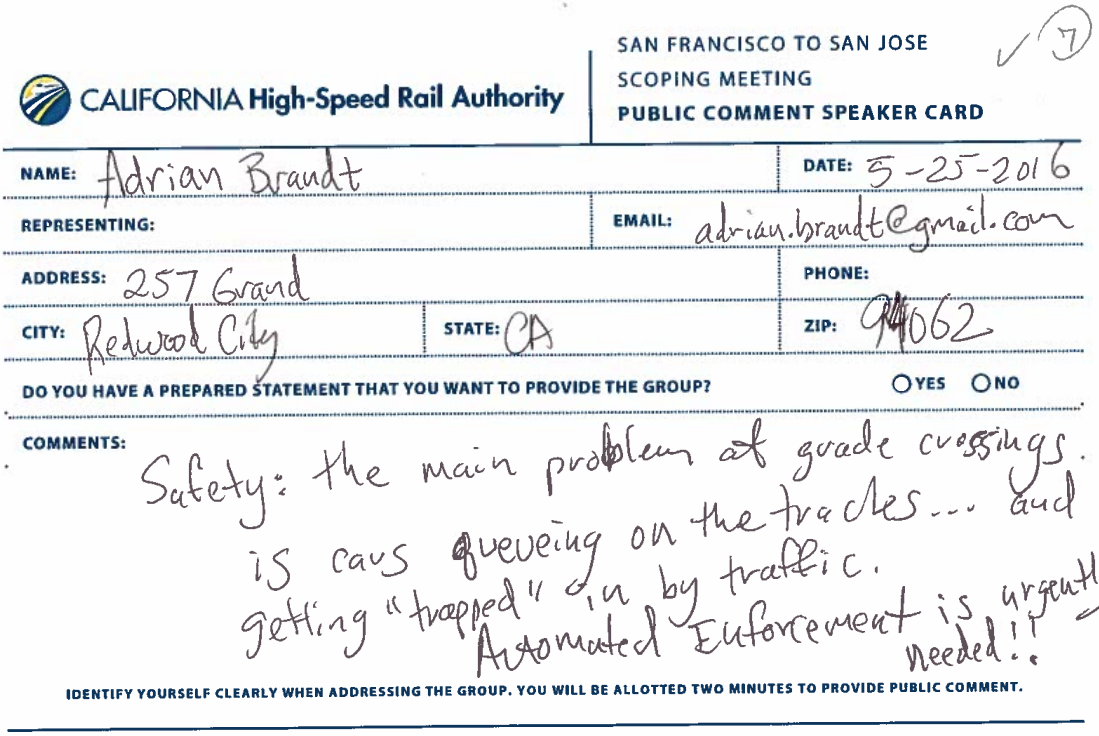
MR. PONCELET: I appreciate your comment very much, sir.

Next we have Paul Jones.

Submission I012 (Richard Brand, July 19, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Richard
Last Name :	Brand
Business/Organization :	
Email :	mmqos@earthlink.net
Stakeholder Comments/Issues :	Mark: I still strongly suggest that the alternative HSR route over the Altamont Pass and onto the SF Peninsula at Redwood City be utilized rather than thru that huge tunnel project and into San Jose. This would also avoid the serious grade crossing problems south of Redwood City that have major resistance here on the SF Peninsula. This would also decrease the number of trains having to use the CalTrain RoW here. San Jose could be easily served on the CalTrain line via a CalTrain-HSR express to San Jose from Fremont, a station which is already a major rail hub. Richard Brand Palo Alto

Submission I013 (Adrian Brandt, May 25, 2016)



CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
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✓ 7

NAME: Adrian Brandt
DATE: 5-25-2016
REPRESENTING:
EMAIL: adrian.brandt@gmail.com
ADDRESS: 257 Grand
PHONE:
CITY: Redwood City
STATE: CA
ZIP: 94062

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

Safety: the main problem at grade crossings is caus queueing on the tracks... and getting "trapped" in by traffic.
Automated Enforcement is urgently needed!!

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I013 (Adrian Brandt, May 25, 2016)

ADRIAN BRANDT: Hello. I hadn't intended to comment on it, but the last gentleman just referred to a joint ticketing arrangement where high-speed rail passengers with their high-speed rail ticket have local transportation included, and that is something the Deutsche Bahn in Germany does, and is available. So that's really nice.

So you have one ticket and can make your local transfer on the local transit to get to your final destination. Kind of helps that last and first mile problem, and also with SFO.

Regarding the blended approach, that was not invented here. That is very common in Germany. ICE trains share track and platforms with all sorts of different trains. And so that makes for operational flexibility, and that's something we should strive for here.

Regarding SFO, the gentleman was correct. It is horribly implemented. There is a dual transfer for those Caltrain folks that want to come to or from the airport. They need to get on BART and transfer at either San Bruno or bike ride and do all kinds of nonsense to get to the people mover and other transfer within the airport.

I would encourage you to work with the airport

Submission I013 (Adrian Brandt, May 25, 2016) - Continued

and figure out a way to use that unused leg at the Y that serves -- that can directly connect Millbrae with the airport.

Regarding the blended corridor, you have a handout here about safety, and talk about quad gates for reducing crashes by 98 percent. The problem on the Caltrain line -- if you look historically -- you can pull the numbers and check me here, but I've lived here my whole life and am a close watcher of what's going on.

The number one problem with the grade crossings and the vehicle train hits that we got are people who are violating the vehicle code and queuing across the tracks and getting, quote/unquote, trapped by traffic. The gates activate and they have less than 30 seconds, many times, with an oncoming train, to either decide to maneuver their car off the track, evacuate the vehicle, or panic, or just be oblivious. And that is the number one way that people are getting hit.

It will continue to be a problem because we have all kinds of intersections queuing across the tracks. Millbrae Avenue, Ravenswood in Menlo Park. There's tons of them. Whipple in Redwood City.

What is really needed here is some automated enforcement. That is the only way that people will shape up because they're willingly -- just, you know,

Submission I013 (Adrian Brandt, May 25, 2016) - Continued

because they can't afford to wait another minute. So Redflex, the same company that does the red light traffic cameras, has a product called REDFLEXrail, and that enforces both drive-arounds and people who queue or stop on the tracks in violation of a couple of different vehicle code sections.

The other problem is that, if you look at the accident history, is that people turn left or right in confusion onto the tracks and get hung up on the tracks with their vehicle. So you might want to think about some kind of an intrusion detection system to signal the trains.

So, thanks.

Submission I014 (Karen Brannon, June 10, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Karen
Last Name :	Brannon
Business/Organization :	
Email :	kwbrannon@yahoo.com
Stakeholder Comments/Issues :	Please study the following concerning the plans for a blended Caltrain - HSR transportation system from San Francisco to San Jose. Please respond to this email so that I know you have received these comments. Some (but not all) have been emailed from my gmail account - but I did not receive an acknowledgement that you received them. Study the impact on local automobile traffic congestion around crossings at all times and especially at peak times, i.e. the times with the maximum number of trains are passing the crossing. In particular study the impact at the at-grade crossings in Palo Alto. Be sure to do the study while schools are in session. Also study the impact on pedestrians and bicyclist. Quantify the wait times for cars for cars traveling on the roads perpendicular to the tracks as well as for cars traveling parallel to the tracks (generally on Alma) and making left or right turns to cross the tracks or turn away from the tracks. Quantify the traffic backup in number of cars waiting in all direction due to the train gates being down. Study the impact on people living near the train tracks. This should be done as a function of proximity to the tracks. For example within 100 feet, within 200 feet, etc. This should cover but not be limited to the following. * air quality (from increased automobile idling while waiting for trains to pass) increase in asthma rates * noise (be specific about decibel levels) * vibrations * psychological effects from train fatalities * stress from increased local traffic * property values --- Make a study to identify one or more benchmark high speed rail systems some where in the world so that you can learn from the successes and failures of such systems. This would be a system with HSR at speeds comparable to 110 mph and an approximate ratio of 41 at grade crossings over 51 miles, with trains traveling very near neighborhoods and high population areas and school corridors. --- Study and quantify how the use of four quadrant gates at all the at-grade crossings will affect safety for automobiles, bicycles and pedestrians compared to the existing gates at the 41 crossings.

Submission I014 (Karen Brannon, June 10, 2016) - Continued

Safety issues especially the current problem of fatalities should be evaluated for each of the individual 41 crossings.

Make a study to determine the number of cases where a car was trapped on the Caltrain tracks with the existing gates.

Make a study to determine if the four quadrant gates will help mitigate pedestrian fatalities.

Study whether sensors to detect vehicles stopped in the tracks will be required for optimal safety.

The following document: https://www.fra.dot.gov/eLib/Details/L03536 supports
efforts to close at-grade crossings. For example the document states: "Accordingly, crossing consolidation is the cornerstone of effective planning
for high-speed passenger rail". Please study whether the SF to SJ HSR
will require crossing closures, especially in Palo Alto at Charleston, Meadow,
Churchill and Palo Alto Ave crossings.

Please study the impact of traffic near train crossings cutting through neighborhoods due to congestion around the train crossings.

Study the safety impact of mixing high speed trains with local slower trains
on the same set of tracks.

Study the alternatives for high speed rail and or electrified Caltrain to elevate the tracks or trench the tracks or underground the tracks to eliminate at-grade crossings.

Study the impact of heat on the tracks. Currently on hot days, caltrains must slower. Study the impact on HSR when there is an accident or fatality on the tracks.

Study the impact on the HSR stations if it becomes a requirement to screen
passengers similar to what is done now at airports (e.g. TSA screening)

Study the impact on neighborhoods adjacent to the track in case of train derailment and in case of earthquakes.

Study the impact from power outages.

Study the alternative of putting the tracks underground and converting the exising tracks to a bike path for some or all of the existing caltrain route from SF to SJ. This would allow people to bike rather than rely on
cars/train.
Karen Brannon193 Ely PlPalo Alto, CA
94306kwbrannon@yahoo.com

Submission I015 (Ross Bruce, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

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9

NAME: Ross Bruce			DATE:
REPRESENTING: The Broadway Neighborhood		EMAIL: rossb@aol.com	
ADDRESS: 1164 Broadway			PHONE: 650-342-2023
CITY: Burlingame	STATE: CA		ZIP: 94010

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I015 (Ross Bruce, May 24, 2016)

Burlingame High School. Now, Caltrain has worked long and hard to avoid that, and I don't criticize them for what they have tried, but you've got to face the facts: That system and that plan is not working.

What works are grade separations. Grade separations don't necessarily eliminate them, but they make them rare. So the solution to this problem is that Caltrain -- the Authority must include in its project description the fact that all the grade separations are an essential part of this project, and that's the only way the community can be assured that they will happen, not over 20 years, but on an expedited basis, because it's all that important. Thank you.

MR. PONCELET: Thank you very much, Charles.

Next, we have Ross Bruce, and Ross will be followed by David Harris. And then after, David will be Steve Van Pelt.

MR. BRUCE: Yes. I'm with the Broadway Merchants. I work on Broadway. I think this project is the last best hope for building an efficient municipal transportation system. There just really are no other places that I can find to

Submission I015 (Ross Bruce, May 24, 2016) - Continued

do that.

I'd like to put a plug in for grade separation for Broadway in Burlingame to promote speed and safety. Additionally I suggest the High-Speed Rail Authority consider legal reinterpreting the enabling documents, the almighty enabling documents, to allow for reduced speed between San Jose and San Francisco. This would promote the 20 virtues of safety and cost reduction, due to reducing the need for eminent domain and reducing the need for as many grade separations. Also, reducing the speed would most likely reduce some degree of political opposition to the project.

MR. PONCELET: Okay. Thank you very much, Ross.

Next is David Harris. And David will be followed by Steve Van Pelt.

MR. HARRIS: Hi. My name is David Harris. I live in Burlingame. And I just want to say that I agree with and support the comments of Mike Brady and Charles Voltz. I'm going to make some very specific comments about specific locations in Burlingame. And I'm sure that residents of other communities have similar types of concerns.

First, as Charles mentioned, emergency

Submission I016 (Philip Burton, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

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✓ 6

NAME: Philip Burton			DATE: 5/25
REPRESENTING: self		EMAIL: philip-b@comcast.net	
ADDRESS:			PHONE:
CITY: Palo Alto	STATE:		ZIP: 94306

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ✓ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I016 (Philip Burton, May 25, 2016)

PHIL BURTON: My name is Phil Burton. I hope I live long enough to see the system built. I'm not that old.

Just a quick comment about the Palo Alto downtown station. There have been a number of comments and suggestions regarding the Millbrae station.

Regarding downtown Palo Alto, the station is consumer-star value. So if you do intend to run a third track, passing track through the downtown station, please do whatever possible to preserve the architectural elements that make that a desirable downtown station.

Regarding the Millbrae station, the air/ground transfer one, that is one of the worst I've seen. I've done a lot of international travel. I did 90,000 miles last year with American Airlines as an example. As part of an investment in Millbrae, you should consider upgrading the passenger walkways between the main terminals and your station to speed up transfer times so people aren't walking endless distances.

You should also consider, downstream, the idea of joint ticketing with the airlines between most domestic and international origins and destinations along the high-speed rail line.

I can't remember the details, but at least one

Submission I016 (Philip Burton, May 25, 2016) - Continued

U.S. airline has a joint ticketing arrangement with either the Deutsche Bahn or the SNCF in Europe. As far as I can tell, it's quite successful. It means the passenger can buy a single ticket that traverses both air and rail, and get into the airline reg systems. That certainly would increase your coverage for very little expense.

Submission I017 (Judy Buttrill, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Judy
Last Name : Buttrill
Business/Organization :
Email : judybuttrlll@gmail.com
Stakeholder Comments/Issues :

For those of us on the Peninsula dealing with frequent crossing of the railroad tracks, with suicides and cars being trapped between crossing
bars, there is a crying need to underground all railway traffic. The Peninsula is a special zone of California and should be designated as such
because of the small amount of land that we have to build on coupled with
the increasing populations of workers needed to service the technology
industry here. Our situation is somewhat akin to that of NYC around the
turn of the last century when building a subway system became imperative
due to the growth of industry there. It took millionaires and taxes to get
that done, and it will take billionaires and tax dollars from various sources to get the railway underground, but it is vital both for the safety
of our citizens and for the purpose of maximizing the land available to us
for public purposes. One of the chief questions is how this should be paid
for. Taxes, donations resulting in naming rights for parks, etc, and combinations of moneys, such as the funding that is currently designated
for rebuilding the Oregon Expressway/Alma interchange, just as an example,
should be closely considered.

Undergrounding the railways provides a great opportunity to recapture the
use of that land currently occupied by the tracks, easement, stations, etc,
for civic purposes, which would mean taking it over from CalTrain by legislative action. New laws would have to be written designating the Peninsula as a Special Zone and allowing us to lease or take over land
which currently is administered by CalTrain. As a Special Zone, cities up
and down the Peninsula could use the space for *restricted* public purposes
such as parks, parking, low-income housing, and separated bike trails.

Thanks for your consideration.

Submission I018 (Martha Bye, May 31, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Martha
Last Name :	Bye
Business/Organization :	
Email :	marthabye@yahoo.com
Stakeholder Comments/Issues :	I am concerned about the number of trains crossing thru Burlingame- eventually one every 3 minutes. I live in Burlingame Gardens and generally cross at either Oak Grove or Broadway. I understand there is discussion to raise/lower the tracks at Broadway but what will be done at Oak Grove? Children cross there going to BHS and McKinley School. Others cross to get to Burlingame Ave area. I am afraid this rail will disenfranchise a whole area of Burlingame. Sending the HSR down the other side of the bay thru less densely populated areas would seem to be a better option. Martha Bye 816 Park Ave Sent from my iPhone

Submission I019 (Jerry Carlson, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: Jerry Carlson

DATE:

ADDRESS:

EMAIL:

PHONE:

CITY: San Carlos

STATE:

ZIP:

MEETING LOCATION: San Mateo

AFFILIATION:

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ SAN FRANCISCO TO SAN JOSE ○ SAN JOSE TO MERCED

COMMENTS:

HSR must recognize UP has exclusive rights for intercity passenger service
Must sign agreement to operate over the ROW for intercity passenger service
Must disclose what measures are being granted to UP that affect the ROW and how it will impact ROW properties

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ○ YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I020 (Jerry Carlson, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

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9 ✓

NAME: Jerry Carlson
DATE:

REPRESENTING:
EMAIL:

ADDRESS:
PHONE:

CITY: San Carlos
STATE: CA
ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:
Will UP rights agreement be signed or their demands be made during Draft EIR?

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I020 (Jerry Carlson, May 24, 2016)

of the comments, to go back to the informational stations and you can get some of your questions answered by the folks in the back there who are focused on the EIR.

Next up is Jerry Carlson. And Jerry will be followed up by Danielle Cousin.

MR. CARLSON: As I listened -- Jerry Carlson, also a member of the community coalition. Jerry Carlson, San Carlos.

As I listened to the -- speak of the alternative of the 16-mile passing track, it occurred to me again -- and I thought of this several years ago when it was being discussed -- what if I were a property owner along the right-of-way? And much of the right-a-way is probably too narrow to -- in -- in that section to lay a third track without taking one property. And certainly I would think that now that you just told us that, the property owner would be obligated -- legally obligated to disclose the possibility of losing part of that property in terms of eminent domain. That's my first comment there.

My second comment is to echo concern about the Union Pacific owning the exclusive rights to the intercity passenger service along the right-of-way.

Submission I020 (Jerry Carlson, May 24, 2016) - Continued

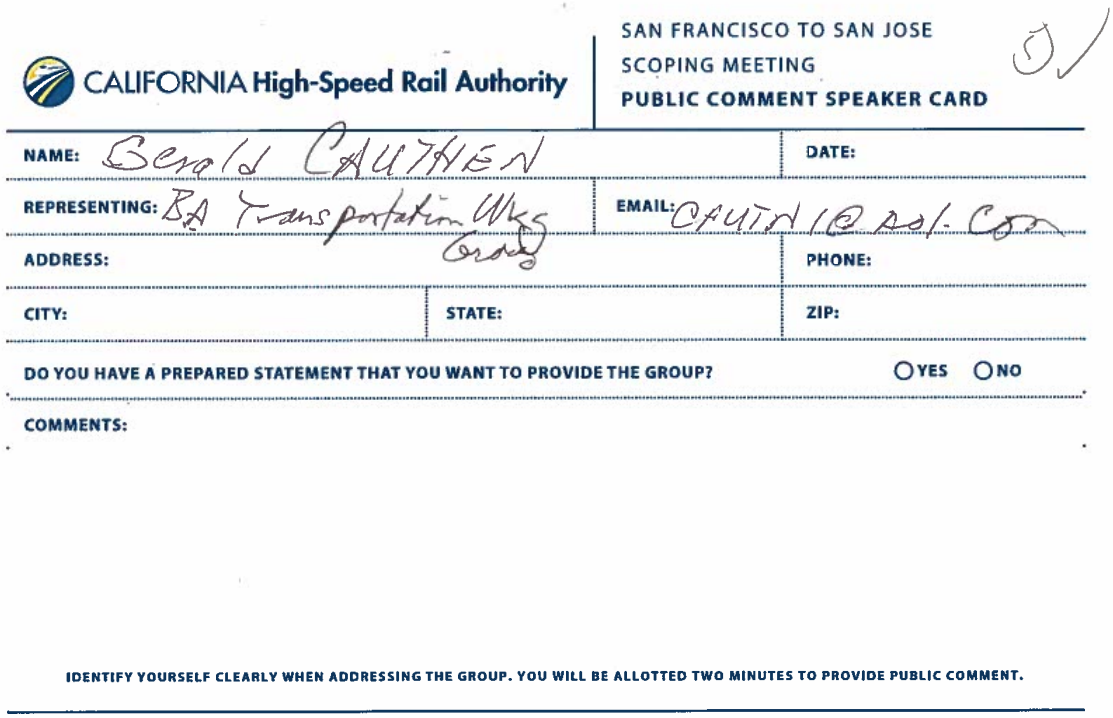
Assuming that there is an agreement at some point in time between Caltrain and High-Speed Rail and Union Pacific, what will that agreement -- what will UP demand in return for giving that agreement? We are very concerned about safety and -- and other regions. And they said that -- insisted upon intrusion barriers between grade tracks and High-Speed Rail tracks. Freight trains are using both tracks. You've got to dispatch to -- possibly be the answer to make sure that there is no freight trains at certain times and so forth. But I think it's important to disclose in the draft agreement that there's agreement with the -- draft EIR that there's agreement with UP as to what conditions that are going to be and how they will affect the physical structure along the railway. Thank you.

MR. PONCELET: Thank you very much, Jerry.

Next up we have Danielle Cuzin. And Danielle will be followed William Wicklow.

MR. CUZIN: My name is Daniel Cuzin. I live in San Mateo. I moved four years ago to San Mateo, and I was very pleased to have transportation, so I take the train. I am for transportation and public transportation. But I come from Europe, as you can hear, and I was

Submission I021 (Gerald Cauthen, BA Transportation Working Group, May 23, 2016)



CALIFORNIA High-Speed Rail Authority

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21

NAME: Gerald CAUTHEN | DATE:

REPRESENTING: BA Transportation Wkg Group | EMAIL: CAUTH1@aol.com

ADDRESS: | PHONE:

CITY: | STATE: | ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I021 (Gerald Cauthen, BA Transportation Working Group, May 23, 2016)

AUDIENCE MEMBER: Okay. And where are last week's slides.

MR. TRIPOUSIS: Should be up already.

AUDIENCE MEMBER: Okay. The other question has to do with what you want to do with 4th and King. The codes have clarified (inaudible) that the San Francisco terminal is translates on 4th and King. In other words, whatever you want to at 4th and King is not -- so my question is where are you going to (inaudible).

Thank you.

MR. PONCELET: Thanks, Roland.

Next we have Gerald Copper. Gerald?

As Gerald comes up, is there anyone else that would like to get the last speaker card we have for the formal public comment?

Okay. Please, Gerald.

AUDIENCE MEMBER: Thank you. I'd just like to ask a couple questions about the capacity of the line. I (inaudible) guess ten trains an hour, including six for Caltrain and four for high-speed rail.

How far ahead have you looked -- well, first of all, is that adequate, if so, how many years out do you go to confirm that it's adequate? And if there are constraints on that capacity, what is a constraint? Because you hear a lot about terminals being two-track

Submission I021 (Gerald Cauthen, BA Transportation Working Group, May 23, 2016) - Continued

systems -- all kinds of different theories that are put out. But why -- if there's a constraint, why it is, and, finally, if there's a constraint, what options have you got or (inaudible) in other words, what would you do in the future if you had to expand the terminals.

MR. PONCELET: Thank you, Gerald.

So I think there's a question embedded in that. So at this point, we just recognize that you also just received a series of presentations with a lot of information; so considering it's -- that the informal comment period is over, unless I see any other hands go up right now, that -- that we are going shift into more of a Q and A gear. We have the opportunity to answer Diridon questions and get responses from staff, and Kelsey has a mic.

So I would invite you to come up there maybe in response to that last question, and it seems like we have a question in the back there.

AUDIENCE MEMBER: Thank you. So this is a comment on something Jerry said, and Jerry said that you planning a system (inaudible) direction six Caltrains, and four high-speed trains, but also clarified in large that (unintelligible) thank you.

MR. TRIPOUSIS: Yeah. The legislation doesn't refer to specific train numbers. Operationally, we will

Submission I022 (Zhu Chen, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Zhu
Last Name : Chen
Business/Organization :
Email : flydom2@gmail.com
Stakeholder Comments/Issues : Dear Sir or Madame,

I am a resident living right close to the Caltrain corridor/at-grade crossing--Bayswater Ave, Burlingame, and I was tortured by the horns every
day. I strongly oppose to develop HSR at Peninsula if HSR Authority cannot
resolve the noise issue first.

The noise issue I talked here is mainly about the* horns *from HSR/Caltrain:
increasing train service will mean more train horns being used at the at-grade crossings. I believe for the residents along the track, the engine noise of the train is sustainable,but the horns are horrible. Please
don't just boost the advantages of HSR, but also seriously consider the
disadvantages, and learn the feeling of the residents.

HSR Authority should first find feasible solutions to reduce/eliminate horns (the currently grade separation plan is far to enough), I strongly suggest HSR Authority works with community to set up quiet zones and
implement more grade separation at first.

Submission I023 (Michael Cohen, June 10, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Michael
Last Name :	Cohen
Business/Organization :	
Email :	mcohen2@gmail.com
Stakeholder Comments/Issues :	To whom it may concern, I'm writing to request that some effort during the EIR process be devoted to the question of public access to data regarding train positions. Transit open data initiatives have yielded significant dividends in the Bay Area, and it would be useful to have open data standards for the trains built in. It would be very helpful to residents of the SJ/SF corridor to expose this data to the public, in particular GPS positional data of the trains. For an example of a successful use of GPS transit data in the local area, see here: http://vta.transloc.com/ Regards, Michael Cohen

Submission I024 (Daniele Cuzin, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

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10

NAME: DANIELE CUZIN
DATE: 5/24/2016
REPRESENTING: my family
EMAIL: danielecuzin@yahoo.com
ADDRESS: 225 9th Ave # 313
PHONE: 650 4583211
CITY: SAN MATEO
STATE: CA
ZIP: 94401

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

20 trains per hour crossing crossroads
The noise is unbearable from the horns

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I024 (Daniele Cuzin, May 24, 2016)

Assuming that there is an agreement at some point in time between Caltrain and High-Speed Rail and Union Pacific, what will that agreement -- what will UP demand in return for giving that agreement? We are very concerned about safety and -- and other regions. And they said that -- insisted upon intrusion barriers between grade tracks and High-Speed Rail tracks. Freight trains are using both tracks. You've got to dispatch to -- possibly be the answer to make sure that there is no freight trains at certain times and so forth. But I think it's important to disclose in the draft agreement that there's agreement with the -- draft EIR that there's agreement with UP as to what conditions that are going to be and how they will affect the physical structure along the railway. Thank you.

MR. PONCELET: Thank you very much, Jerry.

Next up we have Danielle Cuzin. And Danielle will be followed William Wicklow.

MR. CUZIN: My name is Daniel Cuzin. I live in San Mateo. I moved four years ago to San Mateo, and I was very pleased to have transportation, so I take the train. I am for transportation and public transportation. But I come from Europe, as you can hear, and I was

Submission I024 (Daniele Cuzin, May 24, 2016) - Continued

completely amazed to see this train. Caltrain is a 19th century train that cross at every crossroads. And there are many crossroads even in the city. So it's completely -- I cannot understand that.

So there is all of these big project of fast train, and you don't even address the grade separation. And Caltrain is trying to do things so it takes five years to electrify 51 miles. And this Caltrain transports thousands of iPhones and iMaxes [verbatim] and their owners, who are engineers in Silicon Valley, and I don't understand this. This is so ridiculous.

So you're trying to do a high-speed train, I can understand you do it in Central Valley. But for the corridor and the peninsular, you should really take care of the situation, solve the noise issue, because this Caltrain wakes up thousands of people every morning at 5:20 or something like that. So if you have -- if you have 20 trains per hours, people will not sleep anymore.

So, I don't know, but you should be serious about it. I don't mean serious technically, but serious about the noise, the pollution of this train that is still not identified, and really consider the situation. And, as somebody said, it's

Submission I024 (Daniele Cuzin, May 24, 2016) - Continued

not 60 people in the room; it's thousands of people who are concerned, concerned by the noise, the safety, the -- all the -- the transportation and the pollution. So do something.

MR. PONCELET: Thank you, Danielle.

Next up we have William Wicklow. And William will be followed by Nancy Zebergs.

MR. WICKLOW: Good evening. My name is William Wicklow, and I made a little list here of my -- and it's titled "eight reasons the" -- "eight reasons High-Speed Rail should not be allowed implemented in the State of California."

Number 1 reason, unforeseen and unconsidered budget overruns. The -- from what I have been reading and seeing, there's an escalation of fees every -- you know, every so often. The cost goes higher, the cost goes higher. So there is no responsibility on the Authority to be responsible for the cost of this project. It could be a billion dollars more than originally estimated. And we, the taxpayers, who are retired, on a fixed income, are going to have to -- are going to have to absorb the cost of this unnecessary project, and we can't just do it.

And also then, there's negative

Submission I025 (Gladwyn D'Souza, July 5, 2016)

Response Requested :

Affiliation Type : Individual

Interest As : Individual

Submission Method : Project Email

First Name : Gladwyn

Last Name : D'Souza

Business/Organization :

Email : godsouza@mac.com

Stakeholder Comments/Issues : Please install automated railroad crossing enforcement, similar to red light cameras, at the major crossings to ticket motorists when they stop on the tracks. Such cameras are permitted by California law: California Vehicle Code Section 21362.5 http://codes.findlaw.com/ca/vehicle-code/veh-sect-21362-5.html <http://codes.findlaw.com/ca/vehicle-code/veh-sect-21362-5.html> And they will deter the long backup commuters endure when the train strikes these vehicles.

Sincerely,
Gladwyn d'Souza
1473 Sixth Ave, Belmont, CA

Submission I026 (Nan Dame, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Nan
Last Name : Dame
Business/Organization :
Email : damoco@comcast.net
Stakeholder Comments/Issues :

Nan Dame, Palo Alto Resident and voter, Retired Nurse

Karine Dame, Palo Alto Resident and voter, PAUSD Resource Aide

Kirsten Cooper, Palo Alto Resident and voter, Licensed Acupuncturist

Please review all of the following before moving this project forward:

What should be studied:

* Impact of proposed trains on homes and neighborhoods next to current train tracks
* Traffic on surface streets that will be impacted by the frequency and length of trains. Cal Train currently kills approximately 1.5 persons per month on the peninsula.
* Infrastructure costs to cities to create under or over track crossings to avoid, as much as possible, train/auto/pedestrian/bike interactions.
* Impact on quality of life in these extremely expensive neighborhoods. Noise, ground shaking, building damage.

Possible alternatives:

Has the 101 corridor been evaluated for this purpose?

* The 101 corridor links easily to the entire bay area and all points south via 101, east via 880, west via 17/92.
* The 101 corridor is already buffered around living areas and is situated in a way to provide for spurs off to communities such as peninsula towns and coastal communities
* The HSR does not need to go through the communities as it will have no stops on the peninsula.
* The 101 corridor is readily available in San Francisco, Millbrae and San Jose
* Cal train could continue to provide commuter services down the peninsula without increasing distress to the peninsula communities.

Submission I027 (Chris Davis, June 21, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Chris
Last Name : Davis
Business/Organization :
Email : cdavis70@gmail.com
Stakeholder Comments/Issues :

The Greater Gardner Neighborhood has a long history of being divided and
isolated from surrounding neighborhoods for transportation projects including the Union Pacific Railroad to the west and south, Interstate 280
to the north, and California Highway 87 to the east. Adding tracks at grade
will further isolate Gardner either through the construction of significantly high walls or require parks and homes and a house of worship
to be destroyed.

The at-grade alignments once called for the closure of West Virginia Avenue, but now call for a four-gate barrier. As has been discussed on the
HSR blogs, the at-grade sharing of Caltrain and HSR tracks creates a stack
up of trains approaching Diridon Station. This could effectively close at-grade crossings for long periods. How long can we expect West Virginia
Street to be closed due to train traffic? Please consider peak commute
times. In the event of an emergency, this neighborhood has only one other
way out. If the emergency was on that street (Fuller Ave.) or it was otherwise blocked, residents would be trapped. What is the evacuation plan
in a situation such as this?

These issues and many more have been thoroughly documented in the existing
Alternatives Analysis. We have been down this path before and it has been
made abundantly clear by the Greater Gardner neighborhood, North Willow
Glen, San José City Council (
http://www.mercurynews.com/politics-government/ci_16077886), and City of
San José staff that the aerial alignment is strongly preferred over at-grade alignments.

At a recent CHSRA community meeting I spoke with the station planner who
articulated the many benefits the aerial alignment offers both High-Speed
Rail and Caltrain. I encourage CHSRA to make a win-win-win alignment
decision that is an asset to the community and is in the best interests

Submission I027 (Chris Davis, June 21, 2016) - Continued

of
Caltrain riders, HSR riders, and neighbors alike.

Chris Davis
975 Delmas Ave.
San Jose, CA 95125

Submission I028 (Irvin Dawid, July 5, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Irvin
Last Name : Dawid
Business/Organization :
Email : irvindawid@gmail.com
Stakeholder Comments/Issues : To: Mr. Mark McLoughlin, Director of Environmental Services

My main concern is the lack of grade separations. I believe there are 40
grade crossings between San Jose and San Francisco.

Caltrain hits vehicles illegally stopped on the tracks somewhat frequently.
Sometimes there are fatalities, such as one last February in Menlo Park:
Caltrain Fatally Strikes 30-Year-Old Woman In Car On Menlo Park TracksFebruary
23, 2015 11:53 PM
http://sanfrancisco.cbslocal.com/2015/02/23/caltrain-service-delayed-after-crash-with-car-on-menlo-park-tracks/

Motorists regularly stop on the tracks due to congested roads and motorists
in a rush.

I would like to see automated railroad crossing enforcement, similar to red
light cameras, installed at the major crossings so as to "educate" motorists that while a train may not hit them if they stop on the tracks, they will be ticketed. Such cameras are permitted by California law:
California Vehicle Code Section 21362.5
http://codes.findlaw.com/ca/vehicle-code/veh-sect-21362-5.html

Sincerely,

Irvin Dawid
615 Ansel Rd., #107
Burlingame, CA 94010
650-283-6534

Submission I029 (David Dearborn, June 8, 2016)

David Dearborn
ddaytond@att.net
8 June 2016

Mr. Mark A. McLoughlin
Attn: San Francisco to San Jose Project Section,
California High-Speed Rail Authority,
100 Paseo De San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Dear Mr. McLoughlin,

Thank you for the opportunity to comment on the San Francisco to San Jose Project Section of this exciting project.

San Jose occupies land in both the San Francisco to San Jose segment as well as the San Jose to Merced segment and the Authority informs that comments affecting San Jose and Diridon Station Area in both the north and south segments would be accepted.

In the spirit of concern for the best overall design for San Jose and the HSR system please accept the following comments:

1.0 **The long view: total cost-benefit**

1.1 For reasons beneficial to the HSR Northern California project, the City of San Jose and the HSR rider experience for the next 150 years, the California High Speed Rail Authority should consider a full public examination and review of this updated tunnel option through San Jose.

1.2 Over the next 150 years underground may well be operationally practical and cost-effective. When viewed in consideration of the total costs to the HSR system, the south bay economy and San Jose, underground may be not only be a viable option, but the best design for the long term.

2.0 **Underground south of Diridon**

2.1 HS Trains from Diridon south can rapidly ramp to 185mph or more.

2.2 This tunnel alignment is near a straight shot from under Diridon south to Monterey Rd. / Lick Quarry area;

2.3 bypassing neighborhoods; Caltrain, Amtrak, freight and ACE right of way;

2.4 easily passing between or under supporting bents (pilings) in the 280-SR87 area;

2.5 in soils of damp, dense clay, silty clay with isolated lenses of sand and gravel;

2.6 with no takes of land, privacy or quality of life;

2.7 with no construction impacts at or near grade crossings, neighborhoods, trails or parks;

2.8 with no service interruptions for Caltrain, ACE, Amtrak or UP Freight;

2.9 and with virtually no easement costs.

2.10 It eliminates slow turns near Auzerais, Bird Ave. and over Guadalupe River, Curtner Ave.-Mill Pond area, and the curve near Monterey Road and Lick Quarry.

3.0 **Mined Diridon Tube Station**

3.1 HST platforms below the BART station can be connected by escalator passageways making transfers efficient. Escalators would also connect this underground terminal to street level exits, Caltrain, Amtrak, ACE, Light Rail platforms and surface street transportation.

Submission I029 (David Dearborn, June 8, 2016) - Continued

3.2 As done in London and other major cities, full consideration should be given to explore public, private partnerships (PPP) where a multi-level underground station provides the foundation for multi story high value retail, commercial and office space above.

4.0 **North of Diridon**

4.1 The tunnel north of Dirdon would present reduced construction and operational mitigation over the at-grade or aerial option; and cut travel time to the San Francisco Transbay Transit Center by allowing higher speeds in the tunnel through San Jose.

Discussion, Images and Links

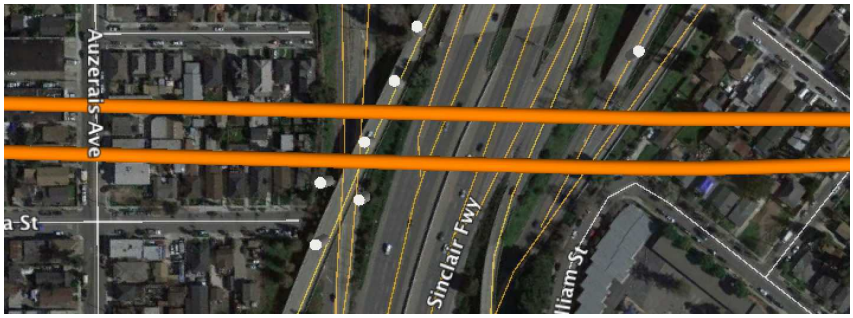
2.1 and 2.2 High speed trains in a twin single-track tunnels are less speed restricted than those above grade in urban areas. Changes in direction or grade become the controlling factors.

This tunnel alignment shown below is near a straight shot from under Diridon to Monterey Rd. / Lick Quarry area;

In this view above, the thin orange line from Diridon (left) to Monterey Road-Lick Quarry area (right) represent the twin 24-foot diameter tunnel alignment underground. From Diridon this alignment extends north (left) under Stockton Avenue and parallel to BART toward Santa Clara with no impact on Caltrain, Amtrak, ACE or UP Freight. Northern portal of this alignment could be located north of 880 and south of Lafayette Street, and follow or connect with the Blended System alignment as best satisfies future system needs.

2.3. Bypassing neighborhoods, Caltrain, Amtrak, freight and ACE right of way; this tunnel – station alignment through San Jose would permit HST capacity expansion to the year 3000 and beyond. With PTC (positive train control) and other developing technologies, HST headways of 2-3 minutes in each direction become easier and less costly via underground.

2.4. Location of deep pilings that support columns in the 280-SR87 area east of Bird Avenue provide ample room for three single bore tubes to pass between these structures. Only two passageways area required. The alignment shown below is the most practical.



In this view, the white dots represent column support locations for the 280N Bird Avenue exit ramp. Location of these columns were taken by ground sighting, verified by satellite mapping and confirmed by Caltrans original construction drawings and piling installation specifications.

Submission I029 (David Dearborn, June 8, 2016) - Continued

2.5. Soils under the Diridon Station Area and the 280-SR87 interchange area are EPB-TBM (earth presser balanced tunnel boring machine) friendly; much like soils encountered in the boring of the 5 mile long, 15-foot diameter tunnel for the Hetch Hetchy water project; a seismically robust tunnel 75-110-feet below the bay just south of the Dumbarton Bridge.

2.6 No takes of land, privacy or quality of life would be involved with this HST underground path through San Jose.

Construction impacts of this underground alignment are nil-to-none as tunnels would pass through at a 50 to 110 feet below ground in poor sound conductive soils.

Today's technology and process monitoring capability enable tunnel construction firms to work virtually unnoticed by residents, property owners and people above grade; thus eliminating the need for above ground construction mitigation.

Vibration, subsidence and other concerns are monitored and process adjustments are made to assure the most risk free project possible.

2.8. Tunnel construction would allow Caltrain, ACE, Amtrak and UP Freight to continue service interrupted.

2.9 Easement costs with underground are not an issue. Easements are essentially a right to access or use an asset. Said another way, an easement is granted in exchange for something of value given to another in exchange for compensation.

In the case of deep tunnels, the value of earth below a building or parcel only has value if the owner has need or use for that ground below. Value is based on economic opportunity; or rights to a commodity of value for specific purpose.

Based on that, soil deep below a building or property has sufficient value to constitute a loss if used for a tunnel, the significance of that loss or risk would be assessed and the cost of the easement is negotiated.

In the case of tunnels under dense urban areas, agencies and tunnel builders typically self insure for any risk, loss or harm by: 1) monitoring the process and quality of work to adjust and eliminate the risk or harm; and 2) built into the construction cost an additional liability insurance extra ordinary harm or loss.

As a result, land and building owners are offered a courtesy fee in exchange for the right to monitor and adjust the construction processes below ground as required.

2.10 Whether at grade or on a viaduct, radius turns and changes in grade (incline) warrant controlling speed. The FRA, CHSRA and international rail design standards govern max safe speed for various conditions and track design.

The current UP-Caltrain alignment near Auzerais Ave., Bird Ave. and over Guadalupe River, Curtner Ave.-Mill Pond area and elevated curve near Monterey Road and Lick Quarry all present conditions for controlling speed south of San Jose.

This tunnel option does not present those concerns. HS trains leaving Diridon going south can ramp to 185mph or more well before they pass Tamian Station.

This is not possible at grade.

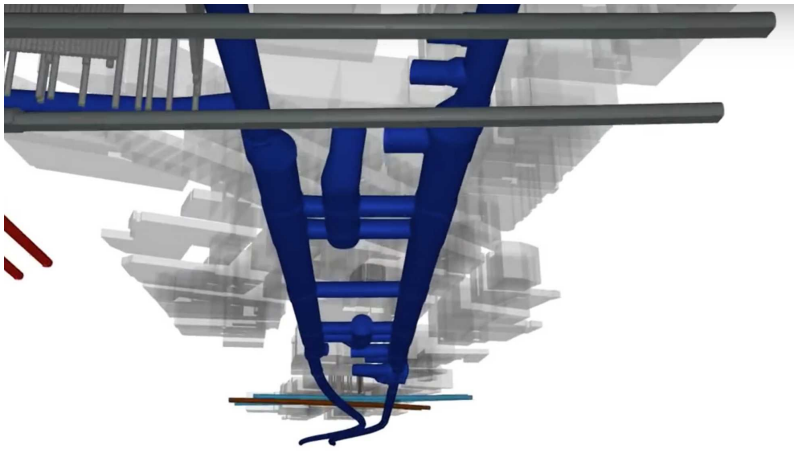
This is not possible even with an elevated viaduct over Auserais, 280, Guadalupe River, Curtner and the curve at Lick Quarry.

DIRIDON TUBE STATION

3.1. Escalator passageways would connect HSR platforms (lower level) to BART platforms (mid level) and to street level exits and boarding area for Caltrain, Amtrak and ACE creating a world class high capacity regional rail transit terminal.

Submission I029 (David Dearborn, June 8, 2016) - Continued

In the image below you can see the London Crossrail Bond Street Station expanded tunnel tubes which form boarding platform areas with cross passages and escalators to the street and ticketing above.



A modified version of this design is a perfect 150 year solution for under BART at Dridion. Click here for a brief underground tour of the bored tunnel and stations. Bond Street Tube Station

Expanded tunnel or station tube with crossovers is shown below before interior finish work.

Click here for more images of the Bond Street Station and how Diridon HSR platforms, escalators and above ground development might appear.

The long view and total costs

A full evaluation of an updated underground option in the context of a 150 year investment should be considered in the context of a 150 year investment. This should take into account:

a) system travel time, capacity, system performance and rider experience; and the

b) total cost over time to the City of San Jose for lost economic opportunity, quality of life in neighborhoods, the Diridon Station area.

Thank you for the opportunity to comment; and thank you in advance for condition of this input.

Sincerely,

David Dearborn

Submission I030 (Ross DeHovitz, May 31, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Ross
Last Name : DeHovitz
Business/Organization :
Email : rossde@mac.com
Stakeholder Comments/Issues :

Hello
I am a huge supporter of High Speed Rail. I know you are in the middle of developing the environmental impact report.

I live in Palo Alto and would like to encourage the elimination of at grade crossings in our city. It is just too dangerous for our youth and bad for our traffic patterns.

It will be more expensive but the investment will be worth it.

Thank you for all you are doing for California.

Ross DeHovitz
Pediatrician
Palo Alto Medical Foundation

Submission I031 (Crystal Delany, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: Crystal Delany

DATE:

ADDRESS: 624 Hemlock Ave

EMAIL: CrystalSLee@gmail

PHONE: 650-255-7868

CITY: Millbrae CA

STATE: CA

ZIP: 94030

MEETING LOCATION: UCSF

AFFILIATION:

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ☒ SAN FRANCISCO TO SAN JOSE ○ SAN JOSE TO MERCED

COMMENTS:

Please address if the neighborhood in Millbrae located on Hemlock Ave between Hillcrest and Hermosa will be impacted by the development either directly ~~via~~ via right of way or indirectly via vibrations from the operating trains. If they will not be impacted in the initial studies, how many more subsequent studies may be completed?

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ○ YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I032 (Martin Delson, June 9, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Martin
Last Name :	Delson
Business/Organization :	
Email :	martin.delson@yahoo.com
Stakeholder Comments/Issues :	Dear staff of the High Speed Rail Authority: Please enter the attached letter into your file of public comments on the San Jose to Merced section for consideration during the planning process. Sincerely, Martin Delson633 Palm haven Ave.San Jose, CA 95125

Submission I032 (Martin Delson, June 9, 2016)

June 9, 2016

California High-Speed Rail Authority
100 Paseo de San Antonio, Suite 206
San Jose CA 95113

Subj: San Jose to Merced Section

(Sent via email c/o san.jose_merced@hsr.ca.gov)

To whom it may concern:

I attended the public meeting at Gardner Center on 6 on June 6th at which two alternatives were presented for the stretch of track between Tamien Station and Diridon Station: (1) At-Grade, and (2) Elevated.

If these are the only two alternatives that are being considered, then because of the many serious problems presented by the At-Grade option, **preference must be given to the Elevated option**. The problems with the At-Grade option, as became clear at the meeting, include the following:

1. There is a large and growing cluster of high-density housing in the neighborhood just west of the tracks north and south of Auzerais for which Auzerais is the major access to I-280, to downtown, to the airport, and to Gardner School. The frequency of train service (6 HSR trains per hour in each direction, plus several more Caltrain trains each hour at peak), will lead to unacceptably long periods of closure of Auzerais and West Virginia streets. The problem with long closure times will only be exacerbated for Auzerais if trains are shuttled across the street while they are being ranged in and out of Diridon Station.
2. The use of train horns at at-grade crossings will become much more frequent and further lower the quality of life of those unfortunate enough to live close to these crossings.
3. If West Virginia street is closed where it crosses the track (as was mentioned as a possibility), then the neighborhood to the south and west (on Drake, Fuller, Gregory, Harrison, and Helen streets) will have only one entrance and exit point: via Fuller Street to Bird; an intersection with no signal and where only a right-turn is permitted.

Submission I032 (Martin Delson, June 9, 2016) - Continued

4. The At-Grade option will entail building a retaining wall on both sides of the tracks between Fuller Ave. and Jerome Street. This section of track is currently separated from the street by berms. Walls are visually much more obtrusive, and, further, will be targets for graffiti.
5. This option will require the destruction of two houses, and will have a severe impact on three more at the east end of Fuller Ave.
6. We were told that the At-Grade option will require the construction of an additional bridge across the Los Gatos Creek just south of San Carlos to accommodate a third track. However, the Los Gatos Creek Trail is planned to cross the Creek at just this point, to go under the current railroad bridge. Detailed construction plans have already been drawn for construction of this Trail. Unless it is carefully designed with this Trail in mind, a new railroad bridge threatens to preclude the possibility of the Trail crossing the creek here, or constraining the Trail to be so close to the creek that it would be closed for many months due to high water.
7. If a new bridge is built across the Los Gatos Creek to accommodate the At-Grade option, and the bridge is on the west side of the Creek, it will result in blocking a long stretch of the creek from sunlight, with a negative impact on the fauna and flora in the creek and creek-bed.

For these reasons, I urge the Authority to **reject the At-Grade Alternative** when choosing the course for the track section between Tamien Station and Diridon Station.

Yours truly,

Martin Delson
633 Palm Haven Ave.
San Jose, CA 95125

Submission I033 (Mark Duncan, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Mark
Last Name : Duncan
Business/Organization :
Email : askmar@mac.com
Stakeholder Comments/Issues : Merced to San Jose

With respect to the San Jose approach to Diridon, I concur that a ground level approach is far more cost effective than an aerial structure.

I do not know if the California PUC would allow a new three track (freight plus two passenger) operation without grade separations. I know for the proposed Transbay operation, that there would be a tail track ending just north of Tunnel 1, so I would guess this would be acceptable for low speed operation. For trains at 110 mph, I suspect that they may be more reluctant. I believe for four tracks, they require full grade separation for new installations.

San Jose to SF

If a ground level approach to San Jose is taken, I think that at least a fourth track will be required from San Jose to just north of the Santa Clara station due to track capacity issues. This will require some land / eminent domain of properties along the ROW. Additionally, with respect to the properties to the east of CEMOF, this would allow for reducing the curve around the CEMOF property (increasing the speed allowed and reducing track noise) as well as provide additional yard tracks for Caltrain / HSR.

System reliability. Caltrain operations are adversely affected by suicides. In some cases, both tracks are blocked and a bus bridge is provided, in others, single tracking is performed. Consideration will need to be given to system recovery after such events. For example, is there sufficient San Jose yard capacity to hold multiple HSR train sets if an event occurs on the San Jose to San Francisco segment? While minimizing access to the right of way is often ensured with additional fencing along the right of way is helpful, Caltrain has found that trespasser access often occurs at grade crossings. This suggests that one benefit of grade separations is to minimize trespasser access, e.g. Charleston and Meadow crossings in Palo Alto where numerous student suicides have occurred.

Mark Duncan
Menlo Park, CA

Submission I034 (Penny Durham, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

8

NAME: Penny P. DURHAM | DATE: 5/24/16

REPRESENTING: | EMAIL:

ADDRESS: 6th Ave | PHONE:

CITY: Menlo Park | STATE: CA | ZIP: 94025

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I034 (Penny Durham, May 24, 2016)

MS. DURHAM: My name is Penny Durham. Well, although you said at the outset that this meeting is to collect our input to make the best project possible, I'm very sorry to say that I can only give you an E for effort. I saw the notice, but practically by a miracle. As you see, there are only about 60 people from the public, of the thousands and thousands and thousands that live along this corridor. And then we have a two-minute period to comment. I'm afraid this is not a good way to start in the operating process.

Another poor grade I'm afraid I'm going to give you is public relations, because at this time, while High-Speed Rail has been discussed for several years, you have still failed to convince me of the need to run it up the Peninsula. It's been suggested by many that we already have bullet trains -- transfer over, you can run it to the East Bay. These things have not been given a full examination.

And the reason I say this is I'm looking at this thing as a resident of the middle peninsula. Now, historically, how we came to be here, the formerly rural peninsula had a track laid down, it's now Caltrain track, and organically, along these

Submission I034 (Penny Durham, May 24, 2016) - Continued

tracks grew up little towns, and this was filled in and filled in around these tracks, and this is where we live. And the space is filled and it's grown in this way because of the track. So if you now start doing things to the track, it's going to have tremendous impacts on us. I feel the way you talk is so abstract, it's as though you guys are looking at our from peninsula from space. I'm familiar with the EIR for small projects of a few acres, you know, big fat volumes, and I cannot see how -- how the EIR for every grade separation, every element along the tracks, how you will cover the realistic impacts to us -- noise, vibrations, the esthetics, trees, nature -- all the things that will affect our daily lives. How are you going to go into any realistically detail, it boggles my mind.

Looking at your pictures of Fresno, first is to scale, just going across one river, it's colossal. These are huge projects. I have lived through a grade separation in my house and it's not a small thing. So I would like to see how this EIR can possibly have any realistic reflection of the true impacts on us. Thank you.

MR. PONCELET: Thank you, Penny.

And just I want to invite you at the end

Submission I034 (Penny Durham, May 24, 2016) - Continued

of the comments, to go back to the informational stations and you can get some of your questions answered by the folks in the back there who are focused on the EIR.

Next up is Jerry Carlson. And Jerry will be followed up by Danielle Cousin.

MR. CARLSON: As I listened -- Jerry Carlson, also a member of the community coalition. Jerry Carlson, San Carlos.

As I listened to the -- speak of the alternative of the 16-mile passing track, it occurred to me again -- and I thought of this several years ago when it was being discussed -- what if I were a property owner along the right-of-way? And much of the right-a-way is probably too narrow to -- in -- in that section to lay a third track without taking one property. And certainly I would think that now that you just told us that, the property owner would be obligated -- legally obligated to disclose the possibility of losing part of that property in terms of eminent domain. That's my first comment there.

My second comment is to echo concern about the Union Pacific owning the exclusive rights to the intercity passenger service along the right-of-way.

Submission I035 (Don Eichelberger, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: DON Eichelberger

DATE: 5/23/16

ADDRESS: 625 Lyon St. #1

EMAIL: donet77@sbcglobal.net

PHONE:

CITY: San Francisco

STATE: CA

ZIP: 94117

MEETING LOCATION: San Francisco

AFFILIATION: Abalone Alliance SEC

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)

- ☑ STATEWIDE
- ○ SAN FRANCISCO TO SAN JOSE
- ○ SAN JOSE TO MERCED

COMMENTS: I am interested in seeing Power Needs for the system promotes use of renewable energy technologies.

With hundreds of miles of rights-of-way, Solar and wind could be incorporated in to grid connections with the goal of being energy self-sufficient, or even able to sell excess power produced to the grid.

Power is currently cheap due to fracking, but this project could out last these reserves, or fracking could be banned. Be ahead of the curve.

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ○ YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I036 (Ying Fong, June 7, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Ying
Last Name :	Fong
Business/Organization :	
Email :	yfong94108@yahoo.com
Stakeholder Comments/Issues :	Due to the high volume of rail cars and the size of the rail cars passing through the existing Caltrain tracks, a grade-separation is needed - it's an absolute requirement - Either a tunnel or trench type of construction for Charleston Road intersection in Palo Alto. Everyday, during rush hours, there is a ~5-10 minute delay at the intersection, if there are train passing every 3-5 minutes, it would not be a usable intersection. I'm a resident of Palo Alto Ying Fong(650)799-0819110 E Charleston RdPalo Alto

Submission I037 (Rebecca Fox, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

✓12

NAME: Rebecca Fox
DATE: 5/20/16

REPRESENTING:
EMAIL: RLSYAM@COMCAST.NET

ADDRESS: 159 Tennyson Ave
PHONE:

CITY: Palo Alto
STATE: CA
ZIP: 94301

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

Very concerned about at grade crossings ~~traffic~~ & safety
eliminating them should be part of this project
putting the track underground would create realestate

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Could be used for housing or public parks

Submission I037 (Rebecca Fox, May 25, 2016)

REBECCA Fox: I'm Rebecca Fox, and I am very concerned about the grade crossings, especially with the additional trains that are going to be running. There's going to be a terrible traffic impact, I think, with the train coming through every three minutes during the peak times. And also, of course, the safety aspects of the trains running through those grade crossings.

So eliminating grade crossings, I believe, should be part of the project plan, and not deferred to some later date.

Also, consider putting the train underground. This would actually create real estate that could be used for parks or for housing, which we need. And it actually would be a great asset, wherever the train was underground, to just have easier flow through the communities.

Thank you.

Submission I038 (Rebecca Fox, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Rebecca
Last Name : Fox
Business/Organization :
Email : rebecca.stamm.fox@gmail.com
Stakeholder Comments/Issues : Dear High Speed Rail,

I think it is very important for grade separations to be included as part of this project, passing through Palo Alto.

Without grade separations the traffic, danger, and noise would be unacceptable.

I would like to see the train put entirely underground, beneath the present
tracks and Alma Street. The real estate above could then be used for
housing and the proceeds from the sale of the real estate be used to finance the project.

I would also like to see 4 tracks built so that there is room for expansion
both of Caltrain and of HSR. Furthermore HSR should stop in Palo Alto or a
neighboring town, so that it's a benefit to commuters who travel to this
part of the peninsula every day.

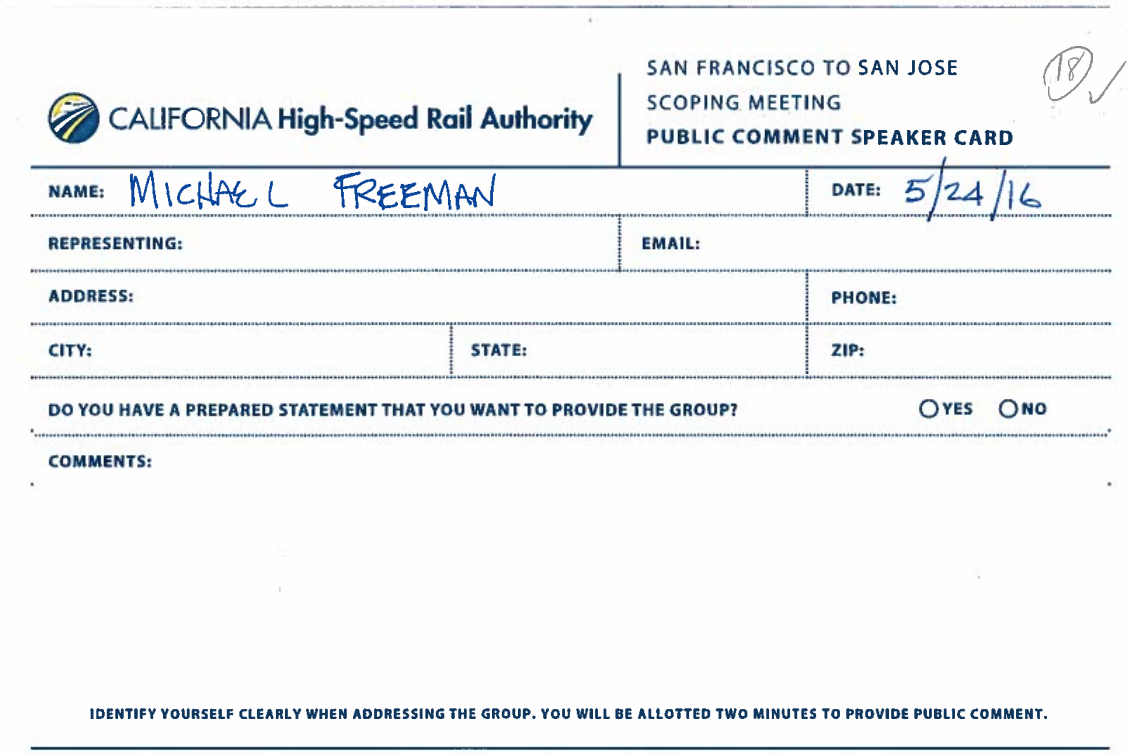
Think of the long term (100-150 years), do the job once and do it right.

Rebecca Fox
Palo Alto

Submission I039 (Tim Frank, June 6, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Tim
Last Name :	Frank
Business/Organization :	
Email :	timfrank@gmail.com
Stakeholder Comments/Issues :	I appreciate the thoughtfulness you are using to identify the best path forward on the HSR project. To make the review even stronger, suggest you investigate: 1. The price/time competitiveness of the proposed solution and operational costs against car, plane, and hyperloop 2. Method for people to get to SJC/Milbrae, etc. I live in Palo Alto, so there isn't a very good method to get to any of the stops, and thus I'd be an ineligible rider to ride locally. (I'd take an uber to SJC). Once there, is there enough transit/parking for riders? Best of luck, tough project! -Tim

Submission I040 (Michael Freeman, May 24, 2016)



CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

18

NAME: MICHAEL FREEMAN
DATE: 5/24/16

REPRESENTING:
EMAIL:

ADDRESS:
PHONE:

CITY:
STATE:
ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I040 (Michael Freeman, May 24, 2016)

MR. MONDLE: Thank you for the opportunity. My experience is that when you have a High-Speed Rail long distance, there will be more crime. Coming to San Francisco further down, the police to keep the track there will be enough. Law and order will be enforcing on that track. Thank you.

MR. PONCELET: Okay. Thank you very much, Raja.

So at this point, this concludes the formal -- we have one more. Excellent.

MR. FREEMAN: Hi there. You can go ahead. I'm Michael Freeman, and I have the honor of serving on the Transbay advisory board for three years, and I also had the opportunity to get sort of a sense of some of the planning and some of the background on the overall goals for the High-Speed Rail.

But with that said, it seems -- and this was really enlightening here, to hear about all the conflicts on a local level here through all the stops between San Jose and San Francisco. I had no idea there was that many conflicts. And just looking at the scale of this, with a train every three minutes coming through these intersections, that's just a nightmare.

Submission I040 (Michael Freeman, May 24, 2016) - Continued

One thought. And it's been successfully done in the East Bay with BART. BART runs down the middle of the freeways. Would it be possible to maybe rethink the route for the High-Speed Rail and put it in the middle of Highway 101 and forego these conflicts here that we've heard about with grade separations and these already heavily projected separations?

MR. PONCELET: Thank you very much, Michael.

Any final comments? Do we have them all?

Okay. Great. So I think we have a little bit of time left. Ben, I'm going to turn it back to you, if you want to do a little Q and A.

MR. TRIPOUSIS: Yeah. Again, we appreciate your taking the time to give us your comments. I'm happy to take any general questions that folks might have. As I said, our staff will be here until 8:00 o'clock. If there are any specific questions that you'd like to have answered - some of the folks who raised some specific questions, we'll be happy to answer those questions for you to the best of our ability.

Now, general questions. Again, our staff is at the respective tables. We invite you to come

Submission I041 (Carol & Tom Gillett, May 31, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Carol & Tom
Last Name : Gillett
Business/Organization :
Email : cgillett@sbcglobal.net
Stakeholder Comments/Issues : Since this project is being rammed down our throats, it is ABSOLUTELY
CRITICAL TO PUT TRACKS UNDERGROUND.

The safety issues and frequency, blocking streets, noise, congestion and
dangerous safety problems require a responsible government response to this
nightmare. The budget needs to be adjusted to fix this.

Carol and Tom Gillett Hillsborough/San Mateo

Submission I042 (Pat Giorni, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Pat
Last Name : Giorni
Business/Organization :
Email : hogorni@yahoo.com
Stakeholder Comments/Issues : Please find attached for easy reproduction the following, along with ATTACHMENT A - DEIR Executive Summery:
June10, 2016DearMr. McLoughlin,Thisletter is in response to the California High-Speed Rail Authority's Initiationof the Environmental Review Process for the San Francisco to San Jose Portionof the Statewide System. For a number ofreasons the Scoping Process is premature and would appear to be a serendipitousploy to garner Federal and State funding before those sources expire ifspecific ICS/IOS segment construction deadlines are not met. It seems ironic that the "DRAFT ScopingReport for Jose to San Francisco High-Speed Train Project-Level EIR/EIS June2009 Prepared for: California High-Speed Rail Authority and U.S. Department ofTransportation Federal Railroad Administration" was in circulation in July,2009, (http://www.cityofpaloalto.org/civicax/filebank/documents/16516 Attachment C) andapparently was also premature. The 2016Scoping Process appears to not take into consideration the current and/orprobable lawsuits brought against the CHSRA that have curtailed actualconstruction of any segment of Los Angeles to San Francisco High-Speed RailProject thus far:
- Kings County; Kings County Farm Bureau; California Citizens for High-Speed Rail Accountability; Community Coalition on High-Speed Rail; California Rail Foundation; TRANSDEF v. Surface Transportation Board; CHSRA Intervenor (United States Court of Appeals for the Ninth Circuit Case No. 15-71780)
- County of Kings v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001861)
- County of Kern v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001863)
- First Free Baptist Church of Bakersfield v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001864)
- Dignity Health v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001865)
- City of Shafter v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001908)
- TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND v. California Air Resources Board and CHSRA as a real party in interest; (Fresno Superior Court Case No. 14CECG01788)
Itis also significant, and again ironic, that although the John Tos; AaronFukuda and County of Kings v. California High Speed Rail Authority;(Sacramento Superior Court Case No. 34-2011-00113919) petition and complaint were denied, theissue of whether the HSR system complies with the Bond Act was determined notripe for review, begging the question of whether this Scoping Process is "ripe"for implementation.AnyEIR for the San Francisco to San Jose Portion of the Statewide Systemundertaken now may well prove to be a "stale" document by the time it isimplemented as was the 2004 Caltrain Electrification FEIR. The re-authored 2014 Caltrain

Submission I042 (Pat Giorni, June 10, 2016) - Continued

ElectrificationFEIR is now under litigation, (Town of Atherton, et al vs. Peninsula CorridorJoint Powers Board. Case No. CIV532457) alleging that Caltrain's actions in certifying the FEIR and approvingthe Project were in violation of provisions of the California EnvironmentalQuality Act ("CEQA") and the CEQA Guidelines (California Code of Regulations,Title 14, §15000 et seq.), and requests a Peremptory Writ of Mandate orderingCaltrain to rescind its approvals, as well as the Court's Permanent Injunctionprohibiting Caltrain from moving forward to consider re-approving the Projectuntil and unless it has first fully and properly complied with CEQA.Itis of grave concern that the California High-Speed Rail Authority's Initiationof the Environmental Review Process for the San Francisco to San Jose Portionof the Statewide System would take place before the above action againstCaltrain is resolved by the Court. WithLegislative adoption of the Blended System on the San Francisco peninsula,Caltrain Electrification and the California High Speed Rail are no longer the"stand alone" projects that document language leads the public to believe; assuch, are co-dependent. Concerns thatwere addressed to the Electrification FEIR public review process now apply tothe CHSRA San Francisco to San Jose Environmental Review Process. ATTACHMENT A, my response to theElectrification DEIR is included and relevant to the further concern I havewith this project. Topicsand issues that must be explored, discussed, and mitigated in the DRAFT EIRinclude:

- Grade separation along the entirety of the Caltrain ROW.
- Platform length
- Traffic circulation
- Caltrain service limitation
- Level boarding
- Dwell time

Althoughit only includes grade crossings in San Mateo County I've never seen that theSan Mateo County Transportation Authority GradeSeparation Program – Footprint Study, September, 2009 used as a referencefor the examination of existing at-grade railroad crossings in Authoritydocuments. The only on-line existence I've found is buried in a City of SanMateo Administrative Report for a meeting I attended. http://www.cityofsanmateo.org/DocumentCenter/Home/View/9067 . It is critical that all grade crossings onhighly trafficked intersections, as well as those that would negatively impactlocal traffic circulation if only supplied with at-grade quad gates, be locatedeither above or below street grade. The accident and suicide rate is now at anall-time high posing the greatest safety threat to public safety with at-gradecrossings. Consideration must be madefor eminent domain, or as the Authority amusingly terms "property taking", forthe implementation of above or below grade separations since it mightnecessitate the removal of even more trees or wildlife habitat. Unlike Caltrain, the Authority must providefunding for the grade separations rather than placing the burden of payingand/or leveraging the cost on the municipal jurisdictions.Platformlength must be considered because currently most are unable to accommodate morethan 5 or six cars, while locomotives have the ability to haul a 10 carconsist. It is unknown how long the HSRconsists will be, nor where they will stop. This must be addressed.TheCaltrain ROW poses a barrier to all traffic movement and in many cases delaysmovement to access US101 and other local arterial roadways, resulting ingridlock. With more proposed trainconsists added to the already stressed situation, vehicular and pedestrianwait-time at the

Submission I042 (Pat Giorni, June 10, 2016) - Continued

gates, as well along gridlocked traffic corridors, willincrease subjecting all to lesser air quality due to exhaust fume concentrationfor a longer period.Withthe Blended System Caltrain must limit or “cap” its service to only six trainsin either direction per hour. An already overburdened service will have to runlonger consists to accommodate its ever-increasing ridership, necessitating theconstruction of longer platforms.ACaltrain study determined that station dwell time increases with morepassengers. With longer consists at longer platforms, many of which are locatedat grade crossings, the attendant problems of vehicular and pedestrianwait-time and safety is affected.Levelboarding must be addressed and consistent with Caltrain consists and platformsbecause not only will it add a greater level of safety to the general ridershipof both services, it will facilitate facile on- and off-boarding of handicappedpassengers, strollers, luggage and bicycles. In the case of bicycles, the Authority has adopted an on-board bicyclecarriage accommodation policy. Thankyou for your consideration.Pat Giorni1445 Balboa AvenueBurlingame, Ca 94010

Submission I042 (Pat Giorni, June 10, 2016)

Dear Ms. Cocke;

Thank you for presenting the opportunity to respond to the Peninsula Corridor Electrification Project Draft Environmental Impact Report (DEIR). For a number of reasons I must raise concern and voice objection to the issuance of this document because it is impossible to attain the primary goals set forth in the Proposed Project due to lack of/ or inconsistent findings, incomplete assessments, and assumptions that have no basis for comparison.

The Proposed Project is part of a program to modernize operation of the Caltrain rail corridor between San Jose and San Francisco that becomes difficult, if not impossible to assess as a "stand alone" project since the JPB and CHSRA are committed to advancing a blended system concept whereby the blended system would remain substantially within the existing Caltrain right-of-way (ROW) and accommodate future high-speed rail and modernized Caltrain service by primarily utilizing the existing track configuration. Based on the blended system vision, the Caltrain Peninsula Corridor has been designated to receive an initial investment of Proposition 1A bond funds that would benefit Caltrain's Peninsula Corridor Electrification Project and HSR. In actuality, implementation of High Speed Rail on the Caltrain ROW is the ultimate goal of which the Peninsula Corridor Electrification Project is Phase 1 (the Bookend).

Until there is a Superior Court hearing and decision on *Tos, et al v. CHSRA, Part B (526A)* CASE NO. 34-2011-00113919, it is unknown at this time whether the blended system is legal and eligible for Prop 1A bond money. Further, the *Complaint for Validation*, CASE NO. 34-2013-00140689-CU-MC-GDS November 25, 2013 ruling denied issuance of Prop 1A bonds and it seems reasonable to assume that funding will not become available to finance the Proposed Project if the lower court decision is upheld by the Court of Appeals. Finally, the CHSRA's Petition for Extraordinary Writ of Mandate to be heard by the Appellate Court will determine whether the *Revised 2012 Business Plan* in which the "blended system" is introduced will stand or if the finance plan must, again be re-written. Additionally, on May 20, the Court will consider and rule on the long standing *Atherton ll* appeal, Cases No. 34-2008-80000022CUWMGDS and 34-2010-80000679CUWMGDS, which could invalidate the ridership model, which is the foundation of all the EIRs the CHSRA will rely on for its Central Valley project. It could also force a whole new EIR, which would review the alternative of an Altamont Corridor that could result with it, rather than Pacheco, as the preferred HSR route.

Whatever the outcome of judicial relief, if HSR route implementation should be eliminated on the Caltrain ROW the necessary funding for the Peninsula Corridor Electrification Project will disappear, the MOUs will become moot, and this DEIR will suffer the fate of the former 2004 DEIR, sitting on a shelf growing stale.

However, my comments below are offered on the current attempt that seeks to gain CEQA clearance for the Peninsula Corridor Electrification Project as if it is truly a "stand alone" project with all HSR considerations expunged.

1

Submission I042 (Pat Giorni, June 10, 2016) - Continued

With the elimination of Blended Service considerations, what is left in this document provides no compelling reason to move forward to electrify Caltrain service because none of the Alternative Proposals, other than No Project, present significant impacts adverse to the stated purpose and need to improve train performance, increase ridership and increase service. There are no longer any "Cumulative Impacts" considerations to be addressed.

The Proposed Project has severely limited itself by placing a six train per hour cap and with an addition of only 22 scheduled trains between San Francisco and San Jose. The chart below illustrates how the Proposed Project will fail to meet its goal to support increased peak service levels from the current five trains per peak hour per direction to six with existing trackage not only in the short term but with any projected major ridership increase.

The first three columns note the actual schedules from 2008 through the current effective 10/1/2012, the number of train-sets and the Average Weekday Ridership derived from the Annual Passenger Count Key Findings studies of 2008 through 2013 with the 4/3/2014 Annual Passenger Count Key Findings PowerPoint presented to the JPB. (The 2014 Annual Passenger Count Key Findings have not yet been issued nor approved by the JPB) The next nine columns show the north- and southbound AM and PM Commute hours, the total number of trains in service, and the number of trains in service per hour during those time frames. The last three columns are: Bikes counted during the Annual Passenger Count study and the number of bumps counted during that study. The last column is the yearly total of passenger reported bicycle bumps.

The rows provide three north- and south-bound morning and afternoon shoulder and peak commute time frames with the number of trains providing service, along with currently identified over-capacity trains (highlighted in pink) operating during those frames. The first row denotes the morning time one must catch a train if he expects to arrive at work between the hours of 8am and 10am, or the time one might reasonably expect to catch an afternoon train at the end of the workday, generally between 5pm to 7pm. The second row denotes the number of trains operating in one or two hours of peak commute. The third row denotes Caltrain's definition of peak service as those trains departing the San Francisco or San Jose Diridon stations from 4:30a.m. to 9:00 a.m. and between 2:59 p.m. and 7:00 p.m. which is a four hour window. Although never clearly defined, it is assumed that "shoulders" are the first and last one-hour segments of that window, with "peak" being comprised of the second and third hours.

Presently, there are 5.5 morning trains per hour and 5.5 afternoon trains per hour in operation during the peak southbound commute operation. Given that each train carries 650 passengers (February 2013 Caltrain Annual Passenger Counts Key Findings, page 8), the addition of one half a train per hour, with its 325 passengers will do little to relieve the overcrowding on southbound peak commutes. There are 5 morning trains per hour and 5 afternoon trains per hour in operation during the peak northbound commute

2

Submission I042 (Pat Giorni, June 10, 2016) - Continued

operation. The addition of one train per hour to accommodate another 650 passengers, while capping service at the proscribed level, will in the short term relieve overcapacity.

The entire four hour commute period can accommodate up to twenty four trains at the proscribed six trains per hour cap by adding up to two trains to each shoulder which will certainly relieve capacity issues now and in the future. However well this plays out on paper though, it will only work if the ridership is flexible enough to alter time and travel expectations which could mean arriving or departing the work site an hour before or after the actual duration of the shift. It also depends on the availability of first and last mile conveyance that may not coincide with earlier or later Caltrain schedules. Substantially more time added to the overall commute may well serve to discourage rather than increase ridership.

Schedule	Trains	AWR	AM Peak SF	# of trains	Trains p/h	AM Peak SJ	# of trains	Trains p/h	PM Peak SF	# of trains	Trains p/h	PM Peak SJ	# of trains	Trains p/h	Bikes	B-Bump	Yr Report
3/3/2008	98	Year-2008	**6:59-8:59**	**11**	**5.5**	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5	2,382		129
		36,993	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			reported
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4			Aug-Dec
												#319 102%					
3/2/2009	98	Year 2009	6:59-8:59	11	5.5	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5	2,890		1430
		39,422	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4			
8/31/2009	90	Year 2010	6:59-8:59	11	5.5	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5	2,659		1366
		36,778	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4			
1/1/2011	86		6:59-8:59	11	5.5	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5			
			7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4			
7/1/2011	86	Year-2011	6:59-8:59	11	5.5	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5	3,664		1385
		37,779	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4			
7/1/2012	86	Year-2012	**6:59-8:59**	**11**	**5.5**	5:45-7:45	10	5	4:56-6:56	10	5	4:45-6:45	10	5	4,243	51	1282
		42,354	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5		week of	
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	16	4	2:59-7:00	16	4		count	
						#323 104%	#329 107%		#378 104%								
10/1/2012	92	Year 2013	**6:57-8:57**	**11**	**5.5**	5:45-7:45	10	5	**4:56-6:56**	**11**	**5.5**	4:45-6:45	10	5	4,910	59	1191
		47,060	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5		week of	
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	17	4.25	2:59-7:00	17	4.25		count	
						#329 112%	#323 104%		#376 120%		#370 107%						
						#319 103%	#375 98%		#278 100%		#366 99%						
	92	Year 2014	**6:57-8:57**	**11**	**5.5**	5:45-7:45	10	5	**4:56-6:56**	**11**	**5.5**	4:45-6:45	10	5	5874	50	166
		52,611	7:14-8:14	6	6	7:03-9:10	9	4.5	5:14-6:14	6	6	5:05-6:50	10	5			reported
			4:55-9:00	16	4	4:30-8:40	17	4.5	2:59-7:00	17	4.25	2:59-7:00	17	4.25			Jan + Feb
			#322 96%			#319 123%	#323 115%	#233 99%	#376 125%		#370 109%	#375 106%					
			#324 98%			#329 114%	#217 104%	#313 97%	#366 106%		#268 103%						
						#225 104%			#278 100%								

3

Submission I042 (Pat Giorni, June 10, 2016) - Continued

With a cap of six trains per hour, the Proposed Project fails to meet the full potential of utilizing EMU capability that could add up to ten trains per hour which would bring improved train performance, support increased ridership, increase service to existing stations, and re-open service at currently shuttered stations.

The ridership analysis recognizes that bicycle on-board passengers are the fastest growing segment of the increased AWR. In 2013 they accounted for a 16 percent increase, larger than the overall increase in AWR (11.1 percent). Again, in 2014 they accounted for a 19.6 percent increase, larger than the overall increase in AWR (11.8 percent). A tally of available bicycle spaces on current train sets running a 92-train weekday schedule equals 6464 which translates to 11 percent of overall seating capacity and would seem enough to accommodate the current 11.2 percent of on-board cyclists with minimal bumping. (Appendix D Traffic 2.5.1.3) However, the demand is not evenly distributed. Just as for walk-on passenger load, bicycle on-board passenger load is highest during commute periods. There is insufficient bike capacity to handle peak demand, so bicyclists routinely get bumped.

There were 1191 reported bumps in 2013, so the probability of getting bumped *and reporting it* is 1191/1,227,500 = 0.1 percent. Based on Caltrain's 2010 Bike Count and Dwell Time Study, there were 10 times more actual bumps than reported bumps. Using this assumption, the probability of getting bumped is 1 percent which on the face of it might seem acceptable. However, the difficulty with these averaging calculations is that the probability of getting bumped during peak (right when people have to get to work) is much higher. The averages tend to obscure the real problem that cyclists are competing for space during peak and shoulder commute hours when bike capacity is insufficient to handle demand. There is excess bike capacity between 11am and 3pm, or after 8pm. There is also lower overall ridership during those hours. (Attached Bump Spreadsheet)

Although the Proposed Project assumes that EMUs will have the same percentage of existing on-board bicycle carriage as today, it must clearly state that EMUs will maintain the current percentage of existing on-board bicycle carriage space available on the existent operating fleet, even though that will do nothing to mitigate the current or future bump rate. The only way to mitigate bumps is to add a third bike car to existing Bombardier train-sets now, which will add 24 spaces per set, and bring a consistent expectation of bike boarding ability to the commute hour service, no matter which equipment is used, and will ensure that the additional space will be factored into “existing on-board bicycle carriage percentage” with the future fleet upgrade. Once those additional 128 spaces are incorporated into the scheduled five bombardier train-sets rotated through the peak and shoulder commute hours, bump rates will diminish.

It is noted that current bicycle share of the AWR stands at 14 percent with 13 percent choosing to carry their bikes on-board. With increased ridership projections it is not unreasonable to assume that up to 25 percent of the ridership will access the stations by bicycle with about 5 percent choosing station bike parking facilities. Better yet, would be a commitment in the DEIR to increase EMU bicycle carriage to 20 percent of capacity

4

Submission I042 (Pat Giorni, June 10, 2016) - Continued

during peak and shoulder commute hours to ensure that future overall ridership increase will not continue to leave paid ticketed cyclists standing on the platform as the train leave the station.

It is unclear how the Caltrain Bicycle Access and Parking Plan (Caltrain, 2008) complements Caltrain's bikes on board program by making improvements to access bike parking throughout the system since no significant improvements have been added to date. (Appendix D Traffic 2.4.6.2) In November 2011, the Bicycle Advisory Commission issued a Bicycle Locker Report, now purged from archival retrieval, which showed that existing.bicycle lockers were undersubscribed by 52 percent. (Attached BAC Meeting Minutes November 17, 2011 Public Comment, Pat Giorni, Burlingame, said lockers are only 52 percent in use. At 22nd Street, Bayshore and South San Francisco stations there is a need for better lockers because these are unsafe areas. There is no location at 4th and King to install lockers. The Bicycle Access Parking Plan was adopted three years ago and more attention should have been given to parking.) There has been little follow-up other than a

- February 2012 issued report for its March BAC meeting:
  Bike cage in Menlo Park: 61.9% in use
  Bike lockers in Palo Alto: 45.7% in use
  Bike lockers in Mountain View: 60.3% in use;
- Listing of existing parking facilities on the Caltrain Webpage, http://www.caltrain.com/riderinfo/Bicycles/Bicycle_Parking.html ;
- Table 3.14-9. Bicycle Parking Capacity at Caltrain Stations (2013), and to provide availability.

In addition, there is no mention of replacing existing lockers with E-lockers which provide the maximum level of secure parking and is a more efficient means of guaranteeing maximum usage

It is unclear how the implemented $7M Bike Sharing scheme has to date been of benefit to Caltrain bicyclists because, other than in San Francisco, there is not enough distance radius, or enough share bikes to be of much use to those who need first and last mile connection to the Caltrain stations.
(http://www.insidebayarea.com/news/ci_25628460/mtc-approves-bike-share-expansion-east-bay-despite?source=email *"Other cities, particularly on the Peninsula, have significantly lagged behind, such as Redwood City, which has seen only 0.09 rides per bike per day"*)
(http://www.bayareabikeshare.com/system-metrics and Appendix D Traffic 2.4.6.2)

It remains unclear how bicycle access to stations will be improved because those projects listed in the BAAP are dependent upon local rather than Caltrain funding. (Appendix D Traffic 2.4.6.2) In short, the Proposed Project provides no mitigation of any impact to bicycle passengers other than parking and other on station property facilities' enhancement.

Although the Proposed Project envisions the use of EMUs, which are self-propelled electric rail vehicles that can accelerate and decelerate at faster rates than diesel-powered trains, Caltrain's promotional video (http://www.youtube.cmom/watch?v=Q8vohi6esaE)

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Submission I042 (Pat Giorni, June 10, 2016) - Continued

demonstrates that the trip time between San Francisco, a difference of 8 minutes, does not clarify if that time difference is based on existing heavy weight five-car diesel consists (Chapter 5.2.2), on lighter weight eight-car single-level DMU trains, or the 10-car single-level dual-mode MU train (Chapter 5.2.3).

Nor does the Proposed Project provide the current train capacity of 650 passengers (February 2013 Caltrain Annual Passenger Counts Key Findings, page 8), or proposed EMU capacity or length other than stating that the EMU vehicle for the Proposed Project would be a multi-level car of comparable dimensions to the existing Caltrain gallery car (Chapter 2.3.6**)**; the DMU train, with a capacity of 78 passengers per car (624 passengers per train) was analyzed in order to analyze an alternative that would roughly match the ridership per train capacity of the Proposed Project; the dual-mode MU train, consisting of two coupled five-car train sets, with a capacity of 600 passengers per train was analyzed in order to analyze an alternative that would roughly match the passengers per train capacity of the Proposed Project. Without knowing the length and capacity of an EMU consist it is impossible to know if, in fact, the Proposed Project will improve current train performance and increase service by allowing Caltrain [to] run longer trains without degrading speeds, thus increasing peak-period capacity, (Executive Summary S.3)

While not addressed in this document, it has been noted in other various Caltrain meetings that even the addition of a sixth trailer car to existing train-sets would necessitate extension of many station platforms. We must assume that the length of existing platforms is 600 feet only because it is noted that the MU Alternative would fit existing platforms while the needed 680 feet for the DMU would present cross-street issues at Burlingame, San Mateo, Mountain View and Sunnyvale, as well as platform issues not related to cross-streets at some other stations.

Further, the Proposed Project does not include improvements to support speeds greater than 79 mph, which would match the existing maximum speed (ES.4 and Chapter 2.3.10); nor provide grade separations (Executive Summary S.1) that would further mitigate vehicular traffic movement and air quality concerns brought about by idling gasoline engines; or note the necessity of lengthened platforms to accommodate an EMU consist that might be longer than the current five-car consist.

Although the Proposed Project will not provide any at-grade separation, it does require a change in the warning devices for at-grade crossings which will do nothing to improve the Level of Service (LOS) at affected intersections. (S.4.1.4 Grade Crossing Warning Devices) Based on the observed and evaluated current and projected LOS at the four Burlingame intersections all will decrease to LOS F by 2040 no matter if there is Proposed, Alternative, or No Project implementation. If Caltrain chooses to move forward with implementation of any project proposal, other than No Project, it must address provision of at-grade separation at the most highly affected intersections. Based on impact criterion TR-6 listed in Section 3.5.6.1, the 2020 Project Scenario will have a significant impact at 21 intersections. The mitigation proposed to either signalize intersections or adjust signal timings to better serve traffic after project implementation

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Submission I042 (Pat Giorni, June 10, 2016) - Continued

does not make clear whether the responsibility or cost belongs to Caltrain or to the local jurisdiction which owns the intersection, or if these measures will prevent LOS F. (3.6.6.1 2020 Project Scenario)

Below I cite the Burlingame intersections only because I am most familiar with them, and can testify that I have personally studied gate downtime at the Broadway/California and Broadway/Carolan intersections while participating in bicycle and pedestrian counts for the City's Traffic Engineer. On six separate occasions during an 18 month period I observed the gates down eleven times between the hours of 7am to 9am causing long delays in surface traffic movement during the most critical period of the morning commute. Any increase to operate more trains per hour in either direction will bring further immediate negative impact to surface vehicular traffic flow.

- Gate downtime at Broadway/California 41 seconds in am commute
  AM LOS---E
  PM LOS---D
- Gate downtime at Broadway/Carolan 41 seconds in am commute
  AM LOS---C
  PM LOS---D
- Gate downtime at Carolan/Oak Grove 52 seconds in am commute
  AM LOS---F
  PM LOS---F
- Gate downtime at Cal/Oak Grove 52 seconds in am commute
  AM LOS---C
  PM LOS---C

(Appendix D 2.6.3 EXISTING GATE DOWN TIME CONDITIONS, TABLE 2-15 and TABLE 2-18)

Installation of the Overhead Contact System, Traction Power Substations, Switching Stations, and Paralleling Stations will present the most cumulative significant negative impact in a number of areas, most notably Aesthetics, Biological Resources, Land Use and Recreation, Noise and Vibration, Greenhouse Gas Emissions and Climate Change, Public Services and Utilities primarily with the estimated that 5,835 trees that would be impacted: 3,616 would be pruned to provide clearance, and 2,220 trees would be removed. (Appendix F Tree Inventory and Canopy Assessment Executive Summary) Further, the JPB is exempt from local land use regulations within its ROW, including tree ordinances, because it is a federally-regulated rail carrier and, as a joint powers authority of City and County of San Francisco, the San Mateo County Transit District, and the Santa Clara Valley Transit Authority benefits from the exemption contained in Public Utilities Code Section 103200. Therefore, JPB is "co-equal" to the cities and counties located along the project route. Where Caltrain may acquire electrical safety easements outside of its current ROW, Caltrain would be exempt from local ordinances within the easement area as well. Thus, local tree ordinances would not legally apply to tree removal or pruning associated with the Proposed Project. (Chapter 3.3.2.3)

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Submission I042 (Pat Giorni, June 10, 2016) - Continued

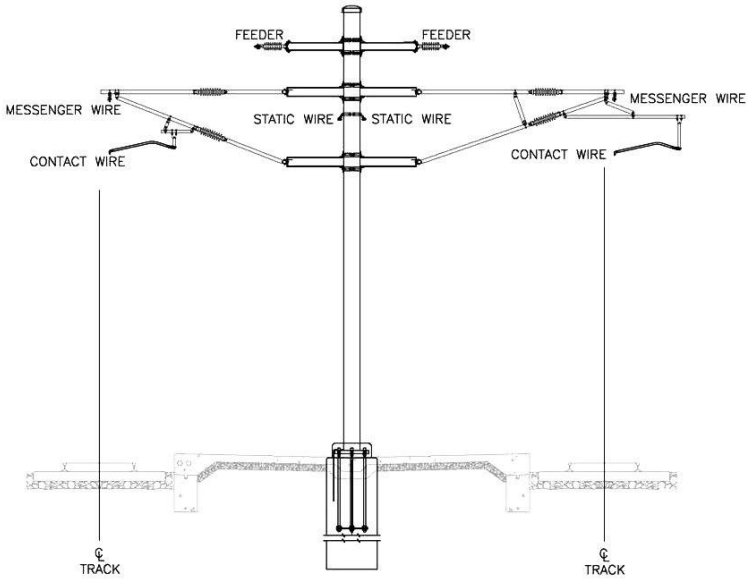

Figure 2.3-3
OVERHEAD CONTACT SYSTEM
TWO-TRACK ARRANGEMENT WITH CENTER POLE CONSTRUCTION
CALTRAIN ELECTRIFICATION PROGRAM

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Submission I042 (Pat Giorni, June 10, 2016) - Continued

The existent tree canopy provides visual relief, wind breaks and sound barriers, vibration absorption, and an ecosystem that supports a greater variety of habitat for more than just endangered species, all of which will be further mitigated with less than significant impact, only if the Proposed Project commits to the installation of OCS two-track arrangement with center pole construction for the entire project, even if that necessitates track relocation to provide adequate clearance, with exemption only for areas where the ROW measures 75 feet or less, or station platforms would need further separation for space acquisition.

The Proposed Project must also commit to maintenance of all tree replacement, including outside ROW, by implementing a weekly schedule plan to ensure that adequate water is provided to the trees during the naturally occurring "dry season" (May through October) for a period of five years.

In its analysis of Electromagnetic Fields and Electromagnetic Interference (Chapter 3.5) nowhere does the Proposed Project which would require the installation of 130 to 140 single-track miles of overhead contact system (OCS) for the distribution of electrical power to the new electric rolling stock, powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (AC)traction power system consisting of two traction power substations (Toss), one switching station and seven paralleling stations address the JOINT COMMENTS OF UNION PACIFIC RAILROAD COMPANY AND BNSF RAILWAY COMPANY TO THE TECHNICAL PANEL REPORT filed with the California Public Utilities Commission which calls for

- Further Technical Workshops Should Be Held To Address Risks For Electromagnetic Interference With Conventional Freight Railroad Signal Systems
- Further Technical Workshops Should Be Held To Address Electromagnetic Interference With Federally-Mandated Positive Train Control ("PTC") Systems
- Further Technical Workshops Should Address Minimum Clearances Between CHSTP Electrified Systems And Conventional Railroad Systems

Until the CPUC makes finding and issues a decision it is premature to move forward beyond Draft status. (Report attached) https://www.pge.com/regulation/High-SpeedRailElectricSafetyOIR/Pleadings/Joint-BU/2014/High-SpeedRailElectricSafetyOIR_Plea_Joint-BU_20140131_295470.pdf

The need for further study includes an analysis of the all negative impacts caused by the prevalent frequency of extended periods of temperature rise above 90 degrees, and proposed mitigation for:

- Electrical power brownouts and blackouts;
- Calculation for the neutral temperature of a rail segment, which would keep it from kinking on a hot day;
- Necessitating a "slow orders" issuance to avoid the potential harm from derailment.

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Submission I042 (Pat Giorni, June 10, 2016) - Continued

The issuance of a Revised DEIR must include a checklist, table, or some other type of illustrative format that would identify the EMU Proposed Project (as a "stand alone" with no HSR consideration), DMU, MU and No Project alternatives with corresponding categories listing degree of benefit, i.e. achievement of Purpose and Need, impacts, and proposed mitigation in order to easily determine the value of Proposed Project support as compared to Project Alternatives offerings.

The public response period for the Peninsula Corridor Electrification Project Revised Draft Environmental Impact Report (RDEIR) should extend for 60 days.

Thank you for your consideration.

Regards,

Pat Giorni
1445 Balboa Ave.
Burlingame, Ca 94010-4706

Email: electrification@caltrain.com, with the subject line "Peninsula Corridor Electrification Project" by 4/28/2014

10

Submission I042 (Pat Giorni, June 10, 2016)

June 10, 2016

Dear Mr. McLoughlin,

This letter is in response to the California High-Speed Rail Authority's Initiation of the Environmental Review Process for the San Francisco to San Jose Portion of the Statewide System. For a number of reasons the Scoping Process is premature and would appear to be a serendipitous ploy to garner Federal and State funding before those sources expire if specific ICS/IOS segment construction deadlines are not met. It seems ironic that the "DRAFT Scoping Report for Jose to San Francisco High-Speed Train Project-Level EIR/EIS June 2009 Prepared for: California High-Speed Rail Authority and U.S. Department of Transportation Federal Railroad Administration" was in circulation in July, 2009, (http://www.cityofpaloalto.org/civicax/filebank/documents/16516 Attachment C) and apparently was also premature. The 2016 Scoping Process appears to not take into consideration the current and/or probable lawsuits brought against the CHSRA that have curtailed actual construction of any segment of Los Angeles to San Francisco High-Speed Rail Project thus far:

- *Kings County; Kings County Farm Bureau; California Citizens for High-Speed Rail Accountability; Community Coalition on High-Speed Rail; California Rail Foundation; TRANSDEF v. Surface Transportation Board; CHSRA Intervenor (United States Court of Appeals for the Ninth Circuit Case No. 15-71780)*
- *County of Kings v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001861)*
- *County of Kern v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001863)*
- *First Free Baptist Church of Bakersfield v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001864)*
- *Dignity Health v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001865)*
- *City of Shafter v. California High-Speed Rail Authority; (Sacramento Superior Court Case No. 34-2014-80001908)*
- *TRANSPORTATION SOLUTIONS DEFENSE AND EDUCATION FUND v. California Air Resources Board and CHSRA as a real party in interest; (Fresno Superior Court Case No. 14CECG01788)*

It is also significant, and again ironic, that although the *John Tos; Aaron Fukuda and County of Kings v. California High Speed Rail Authority; (Sacramento Superior Court Case No. 34-2011-00113919)* petition and complaint were denied, the issue of whether the HSR system complies with the Bond Act was determined not ripe for review, begging the question of whether this Scoping Process is "ripe" for implementation.

Any EIR for the San Francisco to San Jose Portion of the Statewide System undertaken now may well prove to be a "stale" document by the time it is implemented as was the 2004 Caltrain Electrification FEIR. The re-authored 2014 Caltrain Electrification FEIR is now under litigation, (Town of Atherton, et al vs. Peninsula Corridor Joint Powers

Submission I042 (Pat Giorni, June 10, 2016) - Continued

Board. Case No. CIV532457) alleging that Caltrain's actions in certifying the FEIR and approving the Project were in violation of provisions of the California Environmental Quality Act ("CEQA") and the CEQA Guidelines (California Code of Regulations, Title 14, §15000 et seq.), and requests a Peremptory Writ of Mandate ordering Caltrain to rescind its approvals, as well as the Court's Permanent Injunction prohibiting Caltrain from moving forward to consider re-approving the Project until and unless it has first fully and properly complied with CEQA.

It is of grave concern that the California High-Speed Rail Authority's Initiation of the Environmental Review Process for the San Francisco to San Jose Portion of the Statewide System would take place before the above action against Caltrain is resolved by the Court. With Legislative adoption of the Blended System on the San Francisco peninsula, Caltrain Electrification and the California High Speed Rail are no longer the "stand alone" projects that document language leads the public to believe; as such, are co-dependent. Concerns that were addressed to the Electrification FEIR public review process now apply to the CHSRA San Francisco to San Jose Environmental Review Process. ATTACHMENT A, my response to the Electrification DEIR is included and relevant to the further concern I have with this project.

Topics and issues that must be explored, discussed, and mitigated in the DRAFT EIR include:

- Grade separation along the entirety of the Caltrain ROW.
- Platform length
- Traffic circulation
- Caltrain service limitation
- Level boarding
- Dwell time

Although it only includes grade crossings in San Mateo County I've never seen that the San Mateo County Transportation Authority *Grade Separation Program – Footprint Study*, September, 2009 used as a reference for the examination of existing at-grade railroad crossings in Authority documents. The only on-line existence I've found is buried in a City of San Mateo Administrative Report for a meeting I attended. http://www.cityofsanmateo.org/DocumentCenter/Home/View/9067 . It is critical that all grade crossings on highly trafficked intersections, as well as those that would negatively impact local traffic circulation if only supplied with at-grade quad gates, be located either above or below street grade. The accident and suicide rate is now at an all-time high posing the greatest safety threat to public safety with at-grade crossings. Consideration must be made for eminent domain, or as the Authority amusingly terms "property taking", for the implementation of above or below grade separations since it might necessitate the removal of even more trees or wildlife habitat. Unlike Caltrain, the Authority must provide funding for the grade separations rather than placing the burden of paying and/or leveraging the cost on the municipal jurisdictions.

Submission I042 (Pat Giorni, June 10, 2016) - Continued

Platform length must be considered because currently most are unable to accommodate more than 5 or six cars, while locomotives have the ability to haul a 10 car consist. It is unknown how long the HSR consists will be, nor where they will stop. This must be addressed.

The Caltrain ROW poses a barrier to all traffic movement and in many cases delays movement to access US101 and other local arterial roadways, resulting in gridlock. With more proposed train consists added to the already stressed situation, vehicular and pedestrian wait-time at the gates, as well along gridlocked traffic corridors, will increase subjecting all to lesser air quality due to exhaust fume concentration for a longer period.

With the Blended System Caltrain must limit or "cap" its service to only six trains in either direction per hour. An already overburdened service will have to run longer consists to accommodate its ever-increasing ridership, necessitating the construction of longer platforms.

A Caltrain study determined that station dwell time increases with more passengers. With longer consists at longer platforms, many of which are located at grade crossings, the attendant problems of vehicular and pedestrian wait-time and safety is affected.

Level boarding must be addressed and consistent with Caltrain consists and platforms because not only will it add a greater level of safety to the general ridership of both services, it will facilitate facile on- and off-boarding of handicapped passengers, strollers, luggage and bicycles. In the case of bicycles, the Authority has adopted an on-board bicycle carriage accommodation policy.

Thank you for your consideration.

Pat Giorni

1445 Balboa Avenue

Burlingame, Ca 94010

Submission I043 (Kathleen Goldfein, June 1, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Kathleen
Last Name : Goldfein
Business/Organization :
Email : vz22@yahoo.com
Stakeholder Comments/Issues : As a resident on Alma street in Palo Alto, I would like to see the HSR EIS for the SJ-SF section to specifically address the impacts of construction on Alma including any reduction of lanes during construction. In particular, I would like to know how long each stretch of Alma would be impacted and whether the HSR construction will be at the same time as the electrification construction, In other words, how many times and in which years can we anticipate lane reductions on Alma?
I favor electrification of Caltrain and the elimination of grade crossings in Palo Alto. I am prepared to endure the impact of construction but hope that it will be done as expeditiously as possible.
Trenching the train throughout Palo Alto would be my preference. Alternative sources of funding could make this alternative economically feasible, such as selling air rights for housing or hotels above the tracks. Think Grand Central Station or Penn Station in NYC. My understanding is that half of the trench could be covered without additional ventilation requirements. This would also bring together the community since it would facilitate more ways to get across the tracks and ease the congestion on Charleston and East Meadow. This would be a win-win as opposed to a major negative impact on traffic flow in Palo Alto.
Kathleen GoldfeinResident, Homeowner and LandlordPalo Alto, CA 94306

Submission I044 (Pat Gormley, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Pat
Last Name : Gormley
Business/Organization :
Email : hsr@crystalbeach.inbox5.com
Stakeholder Comments/Issues :

Mark A McLaughlin,
Director of Environmental Services
ATTN: San Francisco to San Jose
California High Speed Rail Authority
100 Paseo De San Antonio, Suite 206
San Jose CA 95113

via email, sent June 10, 2016

Re: San Francisco - San José Project Section EIR Scoping Comments

Dear Mr. McLaughlin,

I write to alert you of the omission of key items from the San Francisco to San Jose Project Section EIR Scoping.

The San Francisco - San Jose Project EIR Scoping process omits its impact on neighborhoods to the south of Diridon Station along the Joint Power Board's (JPB) right of way (ROW.)

In the 2011 EIR, the alignment south of Diridon Station was I-280 and Highway 87 to the Tamien Station. Due to the "blended system" approach with its "value" engineering emphasis, the California High Speed Rail Authority (CA HSR) has unilaterally resurrected an alignment through the high-density neighborhoods of Gregory Plaza, Brighton Commons, Greater Gardner and North Willow Glen. By doing
so, the CA HSR has:

1) opened up the JPB's ROW corridor between Diridon and Tamien Stations for storage and/or balancing of trains during construction at the Diridon Station.
   a) noise (tracks are proximate to residential homes)
   b) vibrations (subsidence soil area)
   c) safety (Bakken oil UP trains to San Luis Obispo; Amtrak)

2) increased the at-grade train traffic (at Auzerais Ave. and W.Virginia St.)
   a) safety (emergency vehicle access, pedestrian and car traffic delays and safety)
   b) loss of community

No re-scoping of this action has been done. The CA HSR folks, not surprisingly, minimize the impact. The residential neighborhoods through which the JPB ROW extends are diverse and lower income.

Submission I044 (Pat Gormley, June 10, 2016) - Continued

The CA HSR folks state they don't want project interface "holes." Rather, they state that they want to have a unified approach from San Francisco to Morgan Hill. The lack of re-scoping for the significant impact to the neighborhoods directly south of Diridon Station suggests otherwise. These neighborhoods have increased population density since 2011 due to the extremely high cost of homes and rent in San Jose/Santa Clara County. The factors that took the alignment through the JPB ROW off the table in 2011 have only intensified.

It is wrong-headed to "build a high speed rail" with the current budget CA HSR has as stated by the CA HSR folks. Such a rationale for selecting the JPB's ROW alignment suggests that the entire program needs a hard reset.

EIR Re-scoping for the Diridon Station to Morgan Hill Project Section

The CA HSR folks will not open the Diridon Station to Morgan Hill section for re-scoping despite significant changes they have introduced (not included in the 2011 EIR.)

1) Monterey Road Viaduct option

2) Storage and maintenance facilities south of Diridon Station

3) Potential isolation of impacted neighborhoods directly south of Diridon

Thank you for your attention to my concerns.

Sincerely,
Pat Gormley

Submission I045 (Linda Griffin, May 23, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Linda
Last Name :	Griffin
Business/Organization :	
Email :	ljgriff1@comcast.net
Stakeholder Comments/Issues :	Comments to be submitted for Public Scoping Meeting: No Highspeed Rail on the Penninsula! The peninsula is not served by high speed rail and it makes no sense to run high speed rail (above ground) through a densely populated and primarily residential area. It is in fact dangerous. We need regional traffic solutions to reduce congestion. A fraction of the money spend on HSR directed at regional traffic solutions would be the "greener" and more cost effective choice. Linda Griffin Atherton

Submission I046 (Mary Griffith, June 5, 2016)

Mary Griffith
232 Clarendon Road
Burlingame, CA 94010
griffithmary65@gmail.com

June 5, 2016

Mark McLoughlin
Direction of Environmental Services
Attention: San Francisco to San Jose Section EIR/EIS
California High Speed Rail Authority
100 Paseo de San Antonio
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Dear Mr. McLoughlin:

I am writing to express my concern about impact of High Speed Rail on residents and businesses in the City of Burlingame and the need to address those impacts in the EIR/EIS for the San Francisco to San Jose Blended System Project.

My primary concern is how the HSR Authority will address the noise, traffic, dust, vibration, property value, and overall quality-of-life impacts of 220 trains passing through our city each day. As you know, this includes four (4) HSR trains and six (6) Caltrain trains *in each direction* during peak periods that will be traveling up to 110 mph. This volume is more than double the current volume of 92 Caltrain trains per day.

By the Authority's own estimate, this works out to 20 trains per hour, or one *every three minutes,* during peak periods when automobile traffic crossing the train tracks is at its heaviest, leading to what would essentially be a paralysis of traffic flows. The EIR/EIR needs to address the following issues in a credible and comprehensive manner:

- Emergency vehicle response times between the East and West sides of the city with railroad crossing gates down so frequently. My understanding is that all emergency facilities are located on the West side of the Caltrain corridor. Several neighborhoods, as well as most hotels, are located on the East side of the corridor.

- Noise and vibration impacts on the quality of education for Burlingame High School and Washington Elementary School students.

- Mobility and access for students, faculty, parents and events attendees at Burlingame High School trying to reach the facility from the West side of the Caltrain corridor.

- Traffic, noise and corresponding revenue impacts on local businesses on both sides of the Caltrain corridor who depend on customers being able to conveniently access these businesses from the other side of the corridor.

- The potential for reduced tax revenues for our city due to the negative impacts on our business community.

Submission I046 (Mary Griffith, June 5, 2016) - Continued

Mary Griffith
232 Clarendon Road
Burlingame, CA 94010
griffithmary65@gmail.com

- The environmental and aesthetic impact of the removal of Burlingame's eucalyptus trees, which are a distinctive element of our city.

- Property values of residences and businesses located near the Caltrain corridor, whose owners will have to disclose to prospective sellers the impacts of increased train volumes. Note: when a raised four-track viaduct was originally proposed for HSR, some property owners wishing to sell were unable to do so.

There has been much discussion by the HSR Authority and Caltrain officials of addressing traffic, mobility and safety impacts through grade separations for the 42 railroad crossings on the Peninsula. The EIR/EIS needs to address in a credible and comprehensive way:

- A realistic timetable for when such separations would be built, given financial, as well planning, design and bureaucratic constraints. It is unlikely a sufficient number of grade separations to mitigate traffic impacts can be constructed in such a heavily populated area within the 14 years between now and 2030, when HSR is supposed to be operational.

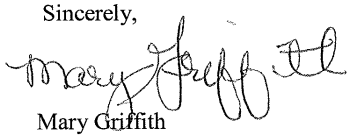
- The impact of any further raised berm grade separations, including construction impacts, such as that being considered by the City of Burlingame at Broadway, on the overall aesthetics of the city.

- The financial impact of the City of Burlingame and other Peninsula municipalities, of having to pay for grade separations, which according to the HSR Authority are expected to cost between $3 billion and $5 billion.

- Traffic or other impacts of any permanent railroad crossing closures for safety or other reasons.

As you no doubt know, a number of Peninsula city governments, as well as many residents, have grown highly skeptical of the Authority over the years due to many instances of complete disconnect between its words and actions. I and my family have been involved with this issue since 2009, ongoing questions about revenue projections, ridership forecasts, private and public funding sources, as well as the overall approach to stakeholder engagement, have left us with little trust in Authority's credibility. Perhaps this EIR/EIS will provide an opportunity for your organization to rebuild that credibility.

Sincerely,



Mary Griffith

Submission I047 (Kathy Guibara, May 25, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Kathy
Last Name :	Guibara
Business/Organization :	
Email :	kathy@guibara.com
Stakeholder Comments/Issues :	Comments regarding the High Speed Rail have been requested by Julie Ledbetter from the community.... I am in full support of the high speed rail project. I think it would be a step in the right direction to connect our state, and once implemented, would be well received. Only a no growth, backward thinking person would object. Please move forward, and refrain from using scare tactics about traffic and cost to deter support for this valuable project. Kathleen Guibara

Submission I048 (Patrick Haggarty, May 11, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Patrick
Last Name :	Haggarty
Business/Organization :	
Email :	pwhaggarty@msn.com
Stakeholder Comments/Issues :	HSR planners: If the California High Speed Rail would adopt several ofthese ideas, perhaps the HSR would be created more quickly and costless than what is proposed. My suggestions come after I spent twotrips on the Japanese HSR in Japan about 12 years ago.1. In Japan the HSR is parallel with existing railroad lines and so ifCA HSR would be able to take over abandoned or little used railroad lines, it would be quicker to create our HSR.1. In Japan when the HSR travels thru villages and towns, whatthey did is create "canyons" with medium high walls ratherthan tunnels and again creating these canyons in all parts ofthe CA HSR might mean the construction and creation wouldbe quicker and cheaper.ThanksPatrick HaggartyOakland/Retired Librarian

Submission I049 (Zara Haimo, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Businesses And Organizations
Submission Method : Project Email
First Name : Zara
Last Name : Haimo
Business/Organization :
Email : zara.haimo@me.com
Stakeholder Comments/Issues :

From what I've seen of the proposals so far for the HSRP, bringing the trains through at grade is going to cause major issues for all of us living in the cities along its path unless the train is sunk below grade in a channel that is at least partially covered over. As best I can tell from the presentation made at the scoping meeting in Mountain View, there has been absolutely no effort made to address any of the following issues:

1. Noise - I live a mile away from CalTrain and can clearly hear the current trains and horns from my house. What will be done to prevent a significant increase in both the frequency and intensity of noise with the significant addition of more trains traveling at much higher speeds?

2. Traffic - Traffic backups at the current CalTrain grade crossings are all too frequent right now even out of rush hour. I often have to wait as much as 10 minutes at times when 2 trains have gone through the intersection back to back. This situation will be much, much worse when HSRP goes through. What will be done to prevent gridlock on Palo Alto streets that will affect our daily quality of life? What happens when traffic is so bad that cars trying to get through back up onto the tracks and then get stuck? This recently happened in another town down the Peninsula where a car caught on the tracks by traffic was hit by a train and the driver killed? What studies are being done about how to prevent this from ever happening with the increased frequency and speed of trains with HSRP?

3. Pedestrians and bicycles - The same grade crossings used by cars have very heavy pedestrian and bicycle traffic especially by kids before and after school. What is planned to keep our kids safe? Has anyone studied the impact on the suicide epidemic we've had in Palo Alto with even more trains at high speed going through?

4. Emergency vehicles - How will ambulances, police, fire, etc. vehicles get through when trains are passing? What happens when there's gridlock on the streets surrounding grade crossings? Will there be a way to stop trains so emergency vehicles can pass?

5. Quality of life - The proposed high speed rail plans I've seen will all lead to increased separation between the two halves of Palo Alto making it difficult to shop, work, run errands, see doctors, visit friends, etc. just across the tracks. What will be done to bring the city together instead of tearing it further apart?

6. Property values - The negative impacts outlined in 1-5 above will severely negatively affect property values in Palo Alto. For many of us, that is our major source of savings for retirement. Unless HSRP properly addresses 1-5 above, the costs to local residents of this

Submission I049 (Zara Haimo, June 13, 2016) - Continued

project are going to be enormous. What compensation, if any, will be offered for this theft of property values?

I, for one, hope that HSRP has budgeted the money to sink the tracks below grade through Palo Alto and other Peninsula cities so the local residents and communities are not burdened with the costs and hardships of an at grade system.

Submission I050 (Marybeth Harasz, May 31, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Marybeth
Last Name : Harasz
Business/Organization :
Email : mbharasz@gmail.com
Stakeholder Comments/Issues :

Dear Mr. McLoughlin,

My home is located within 600' of the active UPRR rail line which transports freight, ACE, Amtrak and Caltrain trains. Our household is already negatively impacted by this active rail line, but it doesn't have to be that way. I believe that impacts could be reduced today through operational changes. I am extremely interested in the proposed HSR line and wish to have you study the below listed potential environmental impacts.

1. Noise: The impact of noise on existing and proposed residential neighborhoods. Ideally, the overall noise from blowing train horns could be reduced with this project.
2. Vibration: The impact of noise on existing and proposed residential neighborhoods. Our houses are already vibrating when heavy freighters pass so it's important that we do not increase this negative affect.
3. Visual Quality: An underground alignment is preferred, but if elevated, the visual quality should be high caliber, either blending well or creating an iconic feature in the urban cityscape.
4. Shadows: No shadows should be cast on the adjacent park or on our future and proposed residential neighborhoods.
5. Pedestrian movements: There are two specific concerns here. First is the Los Gatos Creek Trail Reach 5 alignment. UPRR and Caltrain have been extremely uncooperative with the City of San Jose to ensure adequate passage below the existing tracks for a trail that would NOT be underwater in normal winter rains. Second, the rail line at Auzerais is already a very unsafe passage for pedestrians and cyclists alike. We need to have safe passage for existing and proposed residential neighborhoods. The situation there couldn't get any worse, so having HSR improve the interface between trains and pedestrians while allowing full pedestrian movements across the tracks is required.

Please include the above topics in your environmental technical studies.

Marybeth Harasz
903 Gaspar Vista
San Jose, CA 95126

Submission I051 (David Harris, May 31, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : David
Last Name : Harris
Business/Organization :
Email : davidharris1223@gmail.com
Stakeholder Comments/Issues : May 30, 2016

Mark McLoughlin

Direction of Environmental Services

Attention: San Francisco to San Jose Section EIR/EIS

California High Speed Rail Authority

100 Paseo de San Antonio

San Jose, CA 95113

san.francisco_san.jose@hsr.ca.gov

Re: Comments for EIR/EIS scoping process

Dear Mr. McLoughlin:

I am writing to express my concern about the impacts of High Speed Rail on
residents and businesses in the City of Burlingame and the need to address
those impacts in the EIR/EIS for the San Francisco to San Jose Blended
System Project.

My primary concern is how the HSR Authority will address the noise, traffic, dust, vibration, property value, and overall quality-of-life impacts of 220 trains passing through our city each day. As you know, this
includes four (4) HSR trains and six (6) Caltrain trains *in each direction*
during peak periods that will be traveling up to 110 mph. This volume is
more than double the current volume of 92 Caltrain trains per day.

Submission I051 (David Harris, May 31, 2016) - Continued

By the Authority's own estimate, this works out to 20 trains per hour, or
one *every three minutes,* during peak periods when automobile traffic
crossing the train tracks is at its heaviest, leading to what would essentially be a paralysis of traffic flows. The EIR/EIR needs to address
the following issues in a credible and comprehensive manner:

· Emergency vehicle response times between the East and West sides of
the city with railroad crossing gates down so frequently. My understanding
is that all emergency facilities are located on the West side of the Caltrain corridor. Several neighborhoods, as well as most hotels, are located on the East side of the corridor.

· Noise and vibration impacts on the quality of education for Burlingame High School and Washington Elementary School students.

· Mobility and access for students, faculty, parents and events attendees at Burlingame High School trying to reach the facility from the
West side of the Caltrain corridor.

· Traffic, noise and corresponding revenue impacts on local businesses
on both sides of the Caltrain corridor who depend on customers being able
to conveniently access these businesses from the other side of the corridor.

· The environmental and aesthetic impact of the removal of any vegetation, particular Burlingame's eucalyptus trees, which are a distinctive element of our city.

· Property values of residences and businesses located near the Caltrain corridor, whose owners will have to disclose to prospective sellers the impacts of increased train volumes. Note: when a raised four-track viaduct was originally proposed for HSR, some property owners
wishing to sell were unable to do so.

There has been much discussion by the HSR Authority and Caltrain officials
of addressing traffic, mobility and safety impacts through grade separations for the 42 railroad crossings on the Peninsula. The EIR/EIS
needs to address in a credible and comprehensive way:

Submission I051 (David Harris, May 31, 2016) - Continued

· A realistic timetable for when such separations would be built, given financial, as well planning, design and bureaucratic constraints. It is unlikely a sufficient number of grade separations to mitigate traffic impacts can be constructed in such a heavily populated area within the 14 years between now and 2030, when HSR is supposed to be operational.

· The impact of any further raised berm grade separations, including construction impacts, such as that being considered by the City of Burlingame at Broadway, on the overall aesthetics of the city.

· The financial impact of the City of Burlingame and other Peninsula municipalities, of having to pay for grade separations, which according to the HSR Authority are expected to cost between $3 billion and $5 billion.

· Traffic or other impacts of any permanent railroad crossing closures for safety or other reasons.

As you no doubt know, a number of Peninsula city governments, as well as many residents, have grown highly skeptical of the Authority over the years due to many instances of disconnect between its words and actions. For those of us who have been involved with this issue since 2009, ongoing questions about revenue projections, ridership forecasts, private and public funding sources, as well as the overall approach to stakeholder engagement, have left us with little trust in Authority's credibility. Perhaps this EIR/EIS will provide an opportunity to rebuild that trust.

Sincerely,

David Harris

cc:

Burlingame City Council

Syed Murtuza, Director of Public Works, City of Burlingame

Submission I051 (David Harris, May 31, 2016) - Continued

State Senator Jerry Hill

Assemblyman Kevin Mullin

Representative Jackie Speier

Submission I052 (David Harris, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

5 ✓

NAME: DAVID HARRIS		DATE: 5/25/16
REPRESENTING: SELF	EMAIL:	
ADDRESS: 600 HOWARD AVE		PHONE:
CITY: BURLINGAME	STATE: CA	ZIP: 94010

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ◉ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I052 (David Harris, May 24, 2016)

do that.

I'd like to put a plug in for grade separation for Broadway in Burlingame to promote speed and safety. Additionally I suggest the High-Speed Rail Authority consider legal reinterpreting the enabling documents, the almighty enabling documents, to allow for reduced speed between San Jose and San Francisco. This would promote the 20 virtues of safety and cost reduction, due to reducing the need for eminent domain and reducing the need for as many grade separations. Also, reducing the speed would most likely reduce some degree of political opposition to the project.

MR. PONCELET: Okay. Thank you very much, Ross.

Next is David Harris. And David will be followed by Steve Van Pelt.

MR. HARRIS: Hi. My name is David Harris. I live in Burlingame. And I just want to say that I agree with and support the comments of Mike Brady and Charles Voltz. I'm going to make some very specific comments about specific locations in Burlingame. And I'm sure that residents of other communities have similar types of concerns.

First, as Charles mentioned, emergency

Submission I052 (David Harris, May 24, 2016) - Continued

response times, all the hotels in Burlingame are located on the east side. Most, if not all, of the fire and safety facilities are located on the west side. So, you know, how will you address emergency vehicle response times?

Second, Burlingame High School and Washington Elementary School are right next to the right-of-way, and I think we need to address how the noise and vibration impacts of both the construction and once the trains are operational -- how that's going to affect students, their quality of life, what their educational experience.

Third, and related to that, is a lot of these students live on the west side of town. They have to go to the east side of town. Their parents have to go to the east side of town. There's classes, there's sports events, there's all kind of intermural activities. With trains coming by every three minutes, how are they supposed to get back and forth before these grade separations are built?

Next, the traffic and corresponding revenue impacts on all the local businesses. Again, businesses on the west side, we have customers on the east side and customers on the -- businesses on the west side and customers on the east side.

Submission I052 (David Harris, May 24, 2016) - Continued

How -- what is going to be the impact on those businesses?

And lastly -- I know it's going to be addressed through the High-Speed Rail Project, but what's going to be the impact on property values along the right-of-way? And, you know, there's been a lot of discussion that it's minimal, that there's no way that homeowners can be compensated, but the fact of the matter is when the elevated track was being seriously considered, you know, anecdotally and talking to Realtors, people could not sell their homes. So a train coming by every three minutes is going to have a similar impact, and I think that needs to be addressed.

MR. PONCELET: Thank you, David. I appreciate the level of detail for your comments and the other comments, as well. That's certainly helpful for the environmental concerns.

Okay. Next after David is Steve Van Pelt. And after that, it's -- I have Charles Holtz again.

MR. VAN PELT: I'm Steve Van Pelt, and I'm a resident of Menlo Park. And Menlo Park three weeks ago just started its grade separation study, and at that time, they didn't know whether they were -- it was going to be a requirement for two

Submission I053 (Hamilton Hitchings, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Hamilton
Last Name : Hitchings
Business/Organization :
Email : hitchingsh@yahoo.com
Stakeholder Comments/Issues :

Dear High Speed Rail,
I am a 25 year resident of Palo Alto and here are my personal comments on High Speed Rail:
1. It has been shown not be financially feasible so while I support the theory of High Speed Rail I don't support the plan.
2. High Speed Rail combined with Caltrains will mean on average of one train every three minutes through Palo Alto dividing it in half and making it very hard to get across the train tracks adding substantial backups despite the fact there is not road space for those backups.
3. It will have devastating traffic impacts to the Palo Alto community and commuters to put in high speed rail without trenching it through cities such as Palo Alto. Myself and many other Palo Altans, including the city council oppose high speed rail without trenching, which the High Speed Rail Authority needs to pay for if they plan to put high speed rail on the peninsula.
4. While putting high speed rail on the same tracks as CalTrain may save money, its impractical from a scheduling perspective. If you're going to put it on the same tracks then High Speed Rail should not be on the Peninsula or alternatively you need to run a pair of extra tracks next to Caltrain, which there is not space for.
5. High Speed Rail should not go up the peninsula but rather end in San Jose and connect with the Caltrain to match the baby bullet CalTrain.
6. High Speed Rail should be put on hold until it can be implemented with HyperLoop technology.
Hamilton Hitchings212 Heather LanePalo Alto, CA 94303

Submission I054 (Zoe Hui, June 6, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Zoe
Last Name : Hui
Business/Organization :
Email : wyzhui@yahoo.com
Stakeholder Comments/Issues :

Hi,

I live north of San Jose's Diridon Station and south of Scott Blvd in Santa Clara. My house is one house away from all the train tracks.

I am writing to let you know that I oppose building any elevated structure for the High Speed Rail. Anything above street level will obstruct my house's view. I am warning you in advance that nobody will get my permission to do that.

Thank you for your attention!

Zoe Hui

Sent from my iPhone

Submission I055 (Elsbeth Iannone, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Elsbeth
Last Name : Iannone
Business/Organization :
Email : iannonefamily7@gmail.com
Stakeholder Comments/Issues :

I am a homeowner & resident of Hillsborough, and I wanted to express my
serious concerns about the high-speed rail plans currently under discussion.

I cross over 101 at Broadway (in Burlingame) on average 2-4 times every
single day, usually between the hours of 5-7PM, in order to get my children
to soccer & gymnastics on the other side of 101. The traffic to cross over
101 at Broadway is already nightmarish during that time. I cannot begin to
imagine how terrible it will be if there are an additional ~20 trains per hour, causing the gates to come down every 3 minutes to allow a train to
cross. It seems absolutely untenable. It will make traffic unbearable anywhere near the train tracks. And there are not any other reasonable
options for crossing the train tracks to get to 101 or across 101.

It honestly seems completely unworkable to me to add a significant volume
of train traffic up & down the peninsula, when so many of the crossings are
at street level, and therefore traffic must stop to allow the trains through.

The noise pollution will be unbearable as well. I can hear the train horns
at my house in Hillsborough, which is on the 280 side of El Camino, and I
certainly don't want to be hearing those horns any more frequently.

I urge you to reconsider these plans for high speed rail on the Peninsula.

Thank you.
Elsbeth Iannone
650-931-4532

Submission I056 (Paul Jones, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

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2V

NAME: PAUL JONES		DATE: 5-24-16
REPRESENTING: SELF	EMAIL:	
ADDRESS: 97 MOULTON DR.		PHONE:
CITY: ATHERTON	STATE: CA	ZIP: 94027

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I056 (Paul Jones, May 24, 2016)

MR. JONES: My name's Paul Jones. I live in Atherton, and I have been following the High-Speed Rail for many years. I would like to --

MR. PONCELET: Paul, if you can speak a little closer to the mic, sir.

MR. JONES: I would like to invite the attention of the Authority, to a couple of items regarding the environmental analysis. In the systemwide environmental study, you claim very large benefits for reducing congestion on both highways and the airways because the large number of people would shift over to the high-speed system.

Now, on the Peninsula, instead of having 12 trains per hour with 5-minute headways out of Transbay Terminal, you only have 4. That means that you're providing only a third of the passenger volume that was claimed in the initial studies. This means you will only eliminate a third of the unnecessary highway lanes and a third of the unnecessary runway development at airports, and this amounts to about one highway lane and one-half of a runway, hardly a game-changing strategy right there. This is a claim that doesn't make sense anymore.

The second thing I would like to invite your attention is the importance of a no-project

Submission I056 (Paul Jones, May 24, 2016) - Continued

alternative. The no-project alternative for the San Francisco to San Jose corridor is Caltrain. They're in operation today. They're in the process of electrifying. With the improvements that are made by you or could be made by themselves, they can provide the same 110-miles-an-hour trains up or down the Peninsula that would yield essentially the same travel times. So, the only benefit for putting High-Speed Rail on the Peninsula is the elimination of a transfer at San Jose. That, again, is not a major environmental benefit.

Thank you.

MR. PONCELET: Thank you very much, Paul.

Next we have Charles Voltz. And Charles will be followed by Ross Bruce.

MR. VOLTZ: Good evening. My name is Charles Voltz. I live in Burlingame and I am a member of the Community Coalition on High-Speed Rail.

The primary purpose of the scoping session, the end of that process, is to describe what the project consists of, what are its essential elements; not part of them, but all of them. And I'm here to say, as I think the Authority has acknowledged, from the beginning and here again

Submission I057 (Robert Kane, June 9, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Robert
Last Name :	Kane
Business/Organization :	
Email :	robertmkane@yahoo.com
Stakeholder Comments/Issues :	Hello, I've seen plans mentioned for an area I live near to (I live north of San Jose's Diridon Station and south of Scott Blvd in Santa Clara). My community is right next to the proposed line. Please keep this segment at or below grade. An elevated structure would be an eyesore, a potential target for graffiti and blight, and would create even more noise pollution. Please consider your neighbors and build this system correctly. Build it at or below grade. We want to keep the South Bay beautiful. An elevated rail structure would ruin the scenery. Best regards, Robert Kane1253 Arabica Ter.San Jose, CA 95126

Submission I058 (Arthur Keller, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

✓ 1

NAME: Arthur Keller		DATE: 5/25
REPRESENTING:	EMAIL:	
ADDRESS:		PHONE:
CITY:	STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I058 (Arthur Keller, May 25, 2016)

ARTHUR KELLER: Thank you.

First of all, I'd like to register a formal objection to the lack of information for those people who participated by giving comments in the previous EIR process. I don't think that's a problem.

I'm skeptical as to whether the high-speed rail bond would pass today.

I'm skeptical as to whether this project will be fully built.

But just in case it is, I'm giving my comments so that I can affect the nature of the project.

We should use level-of-service threshold, so -- that's for impact for traffic, so that a change from level E to level F and worse than a level F for traffic impacts at grade crossings for the increase of six to ten trains per hour. So when people can cross by, that will be done. There will be greater separations as necessary there.

I don't think anybody objected to the grade separation, so the removal of that from this plan does not make sense. We should still have the grade separations throughout the entire corridor, although they may take time.

We should use context-sensitive solutions for designing the grade separation. We can consider safety

Submission I058 (Arthur Keller, May 25, 2016) - Continued

and noise. We should provide full funding for the mitigations for impacts caused by high-speed rail.

We have to consider in Palo Alto, that the Palo Alto tree is an important landmark and also a biological resource.

I'm not sure why there's not a consideration of the mid peninsula station. I notice that an original objection was that -- to the station was that there would have to be a 3,000-car garage. It seems that Millbrae doesn't have to have a 3,000-car garage or that factor takes away the existing garage. So perhaps if there's no need for a large garage, then the mid peninsula station should be reconsidered.

Thank you.

Submission I059 (Ms. Kern, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

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SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: Ms. KERN DATE: 4-25-16

REPRESENTING: EMAIL:

ADDRESS: Atherton, CA 94027 PHONE:

CITY: Atherton STATE: CA ZIP: 94027

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS: Integration of HSR, Commuter & Freight

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I059 (Ms. Kern, May 25, 2016)

MS. KERN: I'm Ms. Kern.

I would like to say that the Federal Railroad Administration, in the Code of Federal Regulations, states that it recommends a sealed corridor for high-speed rail. This is not a sealed corridor. This high-speed rail will end in 'Cisco, will run through numerous small towns and cities. And this increased -- dramatically increased train traffic would cause cars and trucks, vehicular traffic, to have to queue much longer at the vehicular railway crossings.

I want to take an example of Riverside. Because Riverside, California was studied, not for high-speed rail, but because they had dramatically increased queues due to increased train traffic at crossings. And the upshot was that Riverside, California had a great many deaths due to EMT vehicles that could not cross due to increased train traffic. People died. They could not get to hospitals. But most surprisingly, an unanticipated consequence was the rate of asthma skyrocketed because of the massive number of cars that had to queue up at these railway crossings due to increased traffic.

So again, we're not getting the sealed corridor approach here. This is going to split communities with increased traffic that will cause hazards. Thank you.

Submission I059 (Ms. Kern, May 25, 2016) - Continued

MARTIN SUMMER: Hi. My name is Martin Summer.

It's good today see a lot of familiar faces I haven't seen in a long time. So I have one comment and then two requests.

You said you would like to have things studied. I have two things for you to study.

The comment is, just historically, five years ago, we were at the center and, shoot me now, but I was the one that came up with the blended idea. So I believed in it then, I believe in it now, and I honestly look forward to seeing the high-speed trains coming up and down the peninsula.

There you go.

So the second -- two things to study. So you, on your slides you suggested, or you said, you committed that you're going to do quad gates on every grade-level crossing. So quad gates -- sorry -- quad gates are the first requirement in a federal quiet zone. So given that we have all the grades, whereas the quad gates -- I request that you study making the entire peninsula a quiet zone since horns will no longer be required at the crossings, and they, based on the federal rules, are not required at stations, either, unless there is a live and pending issue.

So just look at the idea of the entire

Submission I059 (Ms. Kern, May 25, 2016) - Continued

peninsula as a horn-quiet zone, which is no horns.

The third one is, specifically, University Avenue station in Palo Alto. Historically, it was actually built for a three-track configuration. And if you look at the pictures of when it first went up, there were three trains -- three tracks going through there.

So when you look at the 16-mile passing lane going up and down the peninsula, I would like for you to look at using that third track going through University Avenue station without modifying the station at all. Period.

Thank you.

Submission I060 (Mike Klein, June 10, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Mike
Last Name : Klein
Business/Organization :
Email : mike@kleinnet.com
Stakeholder Comments/Issues : Please address the following concerns:

In Palo Alto in particular, the existing Caltrain tracks separate the majority of the population from both high schools, two of three middle schools, and the majority of employers. At peak times the plan calls for up to 10 trains per direction per hour, or on average one every three minutes, vs one every five minutes currently.

Current conditions cause enormous backups at most grade crossings in mornings as thousands of students, parents, and workers cross tracks in cars, on bikes, or walking. A straightforward analysis shows that the two minute decrease in time between trains will cause a very disproportionate increase in traffic backup because times between trains will frequently be too short to allow a significant number of people to cross. Backups may be 2-5 or more times as long as today.

Please analyze, given expected train frequency, and time from when signals first begin until barriers are fully lifted, the range of traffic backup times during peak and other periods of operation, and how this can be mitigated.

Thank you,

-Mike Klein
Palo Alto resident

Submission I061 (Roland LeBrun, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

✓ (4)

NAME: ROLAND LEBRUN		DATE: 5/25/16
REPRESENTING:	EMAIL:	
ADDRESS:		PHONE:
CITY:	STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I061 (Roland LeBrun, May 25, 2016)

ROLAND LEBRUN: Hello, again. So tonight what I would like to do is talk a little bit about what you're doing in terms of the station area planning. And the issue, as I see it, is that you basically are not really paying attention for what people have been referring for a number of years.

In the case of San Francisco, they made it very clear -- there is 20 years' worth of planning in the Transbay Terminal. They made it very clear, not only did they want 4th and King to go away, period, but they really want to get rid of the tracks because of the problem with these tracks on 16th Street, basically cutting off, you know, Mission Bay, which is a massive development. So that's the issue.

In Diridon, you've got similar issues amidst the trickles that, quite frankly, a former DLT person should be quite aware of. Is that the city -- the city council voted unanimously, not twice, but three times, that the preferred alternative an underground alternative that you're not even considering.

Now, I do appreciate that your consultants would probably not know how to build an underground station, either underground or above ground. But that's neither here or there. There are people who know how to do this.

Submission I061 (Roland LeBrun, May 25, 2016) - Continued

So one potentially viable alternative would be the upgrade alternative, which you're looking at. But the problem that you've got there is, you're going to go there and take half of Diridon away. That's just grabbing half of the platforms. That's going to cause a massive, you know, operation issue with Caltrain, ACE, and Capitol Corridor. And I don't know if you've heard this: We are actually trying to increase the amount of ACE and Capitol Corridor service. That's what you're going to get there.

So at some point, if you could actually reach out, trying to figure out what other people are trying to do, and integrate it into your grandiose projects, that would be great.

Thank you.

Submission I062 (Roland Lebrun, May 24, 2016)

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CALIFORNIA High-Speed Rail Authority

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PUBLIC COMMENT SPEAKER CARD

NAME: ROLAND LEBRUN		DATE: 5/24/16
REPRESENTING:	EMAIL:	
ADDRESS:		PHONE:
CITY:	STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS: CALTRAIN ELECTRIFICATION.

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I062 (Roland Lebrun, May 24, 2016)

hour times and -- school, library, shopping, people accessing the freeways. So thank you.

MR. PONCELET: Thank you, Andy.

Next, we have Roland Lebrun, and then followed by Udis Zebergs.

MR. LEBRUN: Thank you. So I have a comment and a question. The comment is something that Will said, that we need a grade separator for the road, and somehow we only going to have three grade separations. Well, 28 and 31st right now don't exist. We're not grade separating anything because they stop at the tracks. And what we're really doing is we're going to be connecting Bay Meadows to the Hillsdale Shopping Center. I agree with that. The only thing we're going to grade separate is 25th. Quite frankly -- and I take the train every day past 25th. I don't know how they do grade separating. But anyway, if we do get a full track passing station, half of it mid-peninsula, you get my backing.

Now, the question I have is that Caltrain is about to award electrification contracts. About $2 billion worth. One thing that is still unclear, because I'm from Europe, like that lady over there is, is how could you possibly spend $2 billion.

Submission I062 (Roland Lebrun, May 24, 2016) - Continued

That's point No. 1.

But point No. 2 is, the High-Speed Rail Authority has to increase the speed on this line, and you're talking about adding tracks and you're talking about curve straightening. My question to you is, what happens to electrification? You're going to go back and wipe everything out, like Caltrain did? Once again, I come here from Europe. I'm very, very familiar about taking -- I actually come from UK, and we taking those Victorian lines and we're increasing the speed to 90, hundred miles an hour, okay. We're not electrifying them. And the reason we're not is because we want to do even more work to these tracks. And then we're done, we electrify. Electrification is the icing on the cake. And the thing that we're doing here is we're putting the icing before we make the cake.

Thank you.

MR. PONCELET: Thank you, Roland.

I have two cards. Next is -- first is Udis Zebergs -- I hope I'm pronouncing the name correctly -- and then followed by Raja Mondle.

MR. ZEBERGS: I want to congratulating you on pronouncing my name correctly.

Overall, I have done a lot of study of

Submission I063 (Roland Lebrun, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

4V

NAME: ROLAND LEBRUN		DATE: 5/22/16
REPRESENTING:	EMAIL:	
ADDRESS:		PHONE:
CITY:	STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○YES ○NO

COMMENTS:
- SLIDES ?
- FUNDING ?

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I063 (Roland Lebrun, May 23, 2016)

AUDIENCE MEMBER: Yes, hello. Mark Stevenson, I am a Palo Alto resident; so, obviously, concerned about the safety in the area, especially with the fatalities we've had in high school areas and the like, and -- especially today, another one happened on the high-speed rail -- I mean on the regular train system today. And just wondering if you can actually comment more on the three rail needs that are going to be to the Caltrain station. I guess there's several areas where we need crossing areas. Is that -- what's the current planning around the eminent domain, and what can be done to enhance any security concerns -- safety concerns, rather, in those areas?

MR. TRIPOUSIS: So we will take that as a comment, sir. I will be happy to talk to you about that offline. We actually have right-of-way staff here who can answer the specific right-of-way questions for you, but I'd be happy to talk to you about it afterward.

AUDIENCE MEMBER: Okay. Great. Thanks.

MR. PONCELET: Thank you, Mark.

Next we have Roland Labron.

AUDIENCE MEMBER: Two questions: The first one is when are you going to be posting the slides on the Web site?

MR. TRIPOUSIS: Right away.

Submission I063 (Roland Lebrun, May 23, 2016) - Continued

AUDIENCE MEMBER: Okay. And where are last week's slides.

MR. TRIPOUSIS: Should be up already.

AUDIENCE MEMBER: Okay. The other question has to do with what you want to do with 4th and King. The codes have clarified (inaudible) that the San Francisco terminal is translates on 4th and King. In other words, whatever you want to at 4th and King is not -- so my question is where are you going to (inaudible).

Thank you.

MR. PONCELET: Thanks, Roland.

Next we have Gerald Copper. Gerald?

As Gerald comes up, is there anyone else that would like to get the last speaker card we have for the formal public comment?

Okay. Please, Gerald.

AUDIENCE MEMBER: Thank you. I'd just like to ask a couple questions about the capacity of the line. I (inaudible) guess ten trains an hour, including six for Caltrain and four for high-speed rail.

How far ahead have you looked -- well, first of all, is that adequate, if so, how many years out do you go to confirm that it's adequate? And if there are constraints on that capacity, what is a constraint? Because you hear a lot about terminals being two-track

Submission I064 (Julie Ledbetter, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Julie
Last Name : Ledbetter
Business/Organization :
Email : jrledbetter@gmail.com
Stakeholder Comments/Issues : Attn: High-Speed Rail Authority

I am unable to attend the scoping meeting in San Mateo tomorrow night, but
wanted to voice my concern for High-Speed Rail. The high-speed rail system
would not only add to the congestion up and down the Peninsula, but would
significantly increase the noise as well. This would virtually destroy our
wonderful communities and at a significant lifestyle and financial cost.
California's money should be going to water projects to improve our drought
conditions and prepare us for future droughts. Furthermore, the development
of High Speed Rail seems like a waste when you can get a plane ticket to
Southern California relatively inexpensively and you will arrive in a shorter period of time. What a waste of state funds. Please reconsider this
project.

Thank you,
Julie Ledbetter
Hillsborough Resident originally from Southern California

Submission I065 (Bob March, June 13, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Bob
Last Name :	March
Business/Organization :	
Email :	bob.march@gmail.com
Stakeholder Comments/Issues :	Please include in your analysis (1) a scientific estimate of the intensity and duration of noise to be generated by passing HSR trains at a distance of 50' and 100' perpendicular to the tracks, (2) a determination whether either HSR or ordinary trains will still be legally required to sound their horns as they approach each grade-level crossing, (3) the advantages and disadvantages of elevating all tracks on a bridgelike structure instead of on a berm, and (4) the carbon footprint of construction of the route in this segment (SF-SJ). Sincerely, Robert March 153 Lundy Lane Palo Alto, CA 94306

Submission I066 (Mary-Helen McMahon, June 6, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Mary-Helen
Last Name : McMahon
Business/Organization :
Email : mhmcmahon240@gmail.com
Stakeholder Comments/Issues : Mark McLoughlin

Direction of Environmental Services

Attention: San Francisco to San Jose Section EIR/EIS

California High Speed Rail Authority

100 Paseo de San Antonio

San Jose, CA 95113

san.francisco_san.jose@hsr.ca.gov

Dear Mr. McLoughlin:

The impacts of High Speed Rail on residents and businesses in the City of Burlingame need to be addressed in the EIR/EIS for the San Francisco to San Jose Blended System Project.

Of primary importance is how the HSR Authority will address the noise, traffic, dust, vibration, property value, and overall quality-of-life impacts of 220 trains passing through our city each day. As you know, this includes four (4) HSR trains and six (6) Caltrain trains in each direction during peak periods that will be traveling up to 110 mph. This volume is more than double the current volume of 92 Caltrain trains per day.

By the Authority's own estimate, this works out to 20 trains per hour, or one every three minutes, during peak periods when automobile traffic crossing the train tracks is at its heaviest, leading to what would essentially be a paralysis of traffic flows. The EIR/EIR needs to address the following issues in a credible and comprehensive manner:

· Emergency vehicle response times between the East and West sides of the city with railroad crossing gates down so frequently. My understanding is that all emergency facilities are located on the West

Submission I066 (Mary-Helen McMahon, June 6, 2016) - Continued

side of the Caltrain corridor. Several neighborhoods, as well as most hotels, are located on the East side of the corridor.

· Noise and vibration impacts on the quality of education for Burlingame High School and Washington Elementary School students.

· Mobility and access for students, faculty, parents and events attendees at Burlingame High School trying to reach the facility from the West side of the Caltrain corridor.

· Traffic, noise and corresponding revenue impacts on local businesses on both sides of the Caltrain corridor who depend on customers being able to conveniently access these businesses from the other side of the corridor.

· The environmental and aesthetic impact of the removal of any vegetation, particular Burlingame's eucalyptus trees, which are a distinctive element of our city and a protected heritage grove.

· Property values of residences and businesses located near the Caltrain corridor, whose owners will have to disclose to prospective sellers the impacts of increased train volumes. Note: when a raised four-track viaduct was originally proposed for HSR, some property owners wishing to sell were unable to do so.

There has been much discussion by the HSR Authority and Caltrain officials about addressing traffic, mobility and safety impacts through grade separations for the 42 railroad crossings on the Peninsula. The EIR/EIS needs to address in a credible and comprehensive way:

· A realistic timetable for when such separations would be built, given financial, as well planning, design and bureaucratic constraints. It is unlikely a sufficient number of grade separations to mitigate traffic impacts can be constructed in such a heavily populated area within the 14 years between now and 2030, when HSR is supposed to be operational.

· The impact of any further raised berm grade separations, including construction impacts, such as that being considered by the City of Burlingame at Broadway, on the overall aesthetics of the city.

· The financial impact of the City of Burlingame and other Peninsula municipalities, of having to pay for grade separations, which according to the HSR Authority are expected to cost between $3 billion and $5 billion.

· Traffic or other impacts of any permanent railroad crossing closures for safety or other reasons.

As you know, a number of Peninsula city governments, as well as many residents, have grown highly skeptical of the Authority over the years due to many instances of disconnect between its words and

Submission I066 (Mary-Helen McMahon, June 6, 2016) - Continued

actions. For those of us who have been involved with this issue since 2009, ongoing questions about revenue projections, ridership forecasts, private and public funding sources, as well as the overall approach to stakeholder engagement, have left us with little trust in Authority's credibility. It's time to rebuild that credibility.

Sincerely,

Mary-Helen McMahon

215 Clarendon Rd, Burlingame, CA

Submission I067 (David Milton, June 6, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : David
Last Name : Milton
Business/Organization :
Email : dmilton4@gmail.com
Stakeholder Comments/Issues : [-]As one who strongly favors the proposed California HSR system, I urge the
Authority to reconsider its proposed allocation of funds in order to eliminate all 42 grade crossings on the right-of-way between San Francisco
and San Jose. This is a critical safety and operational need (justified by
simple mathematics) which is far more important than some of the presently
proposed uses of funds.
-The Notice of Preparation (SCH: 2016052019) appears incorrect on page 5;
it should state on line 10 "completion of the DTX." The Transbay Transit
Center is scheduled for completion in 2017.
Thank you in advance for your consideration.
David Milton

Submission I068 (Raayan Mohtashemi, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

13

NAME: Raayan Mohtashemi
DATE:
REPRESENTING:
EMAIL: mraayan65@gmail.com
ADDRESS: 915 Parrott Drive
PHONE: 650-773-0242
CITY: Hillsborough
STATE: CA
ZIP: 94010

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ✓ NO

COMMENTS: I would like to thank the State for this project. I ~~hope~~ would like to encourage the authority to reach out to youth & receive a more robust input process and so the community can environmental review. I would also like to ask how public transit will be improved along the corridor to reduce traffic and car reliance?

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I068 (Raayan Mohtashemi, May 24, 2016)

what will -- how will that affect everybody that's close to the tracks and so forth. There are just so many questions open that didn't even -- that you all didn't even touch on today.

Thank you.

MR. PONCELET: Okay. Thank you, Nancy. I appreciate your comments. In addition, you did raise -- ask several questions during your -- your testimony, and I invite you that there is staff at some of the stations around here that will be able to provide answers.

MS. ZEBERGS: Thank you.

MR. PONCELET: After Nancy, we have Raayun Mohtashemi. And after Raayun, we have Andy Sells. That's all I have right now -- oh, I have another one. If you would like to get in the queue and haven't submitted a speaker card yet, please raise your hand and Kelsey will find you one and we'll get you.

MR. MOHTASHEMI: Hi. I'm Raayun Mohtashemi, and I'll just -- I'm a resident of Hillsboro, California. And I'll just say that, yes, I'm probably one of the younger people in the room today. I'm a junior in high school. I go to Lick-Wilmerding High School in San Francisco. And I

Submission I068 (Raayan Mohtashemi, May 24, 2016) - Continued

would like to thank the state and the Authority for working on this project. I think it's imperative for us to reduce the impacts of climate change and our dependence on oil, especially from foreign countries. And I think it will help reduce noise pollution, as electric trains are much quieter than diesel-powered trains. And I just would like to say that I live several miles away from the Caltrain tracks. I can hear the diesel engines and the horns of the Union Pacific railroader, the freight trains that go on in that corridor, every night clear as a whistle.

So, one thing I want to point out is, as I said, it seems that there's been a lot of struggle turning out youth to come to these meetings, and I would like to encourage the Authority, in the hopes for a more robust input process, to encourage and find new ways to get the youth to talk and bring their voice, because we will be benefitting the most from these systems and have the greatest stake eventually.

So, I would also like to ask how public transit will be improved, local public transit around the corridors. Because there have been some questions raised about how much traffic -- local

Submission I068 (Raayan Mohtashemi, May 24, 2016) - Continued

traffic will be affected, and I was wondering, in order to reduce our car reliance and better help the environment and people's overall health, how we will be reducing car traffic by improving public transportation in local areas along the corridor.

Thank you.

MR. PONCELET: Thank you, Raayun. Thank you for your suggestions on how to better engage youth in the process.

Next, we have up Andy Sells. And then the last card I have is Roland Lebrun.

MR. SELLS: Hi. I'm Andy Sells and I am from Burlingame. I have been sort of watching this process over the last few years, but mostly from a distance. I, like a lot of people, had a job, very busy, couldn't make it to the meetings. Recently retired, so I'm here because I'm very concerned. And I just want to say the obvious, that there's probably thousands and thousands of people who are just concerned as I've always been but don't have the time, because of their busy lives, to get here. So I wouldn't let the half empty room be an indication of that.

Also, I share all the concerns that I've heard today about the High-Speed Rail through the

Submission I069 (Raja Mondle, May 24, 2016)

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CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: RAJA MONDLE		DATE: 5/24/16
REPRESENTING:	EMAIL:	
ADDRESS:		PHONE:
CITY:	STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS: WHAT IS YOUR PLAN TO CONTROL CRIME

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I069 (Raja Mondle, May 24, 2016)

20 minutes from San Francisco to San Jose? That is not going to improve the amount of people moving from this area down to Los Angeles instead of flying.

What the lady had said before, if we can just implement -- and especially my intelligent wife of 44 years, that if we can just do the High-Speed Rail that we're going to be adding now, down to San Jose and pick up the bullet train out of there, 15, 20 minutes in addition is not going to make that much of a difference to people, and it's going to save you guys a lot of money, unless this is something that really everybody's trying to do. If we get this passed through, we're all going to have money in our pockets. Nothing has ever been built in this country within budget. It's going to cost a billion dollars proposed. No, it's going to cost about 3 billion. It's always three times as much.

Thanks very much.

MR. PONCELET: Okay. Thank you for your comments.

So I have just one speaker card left, and that's for Raja Mondle. Is there anyone else who wants to provide oral comment right now? Okay.

So our final commenter, Raja.

Submission I069 (Raja Mondle, May 24, 2016) - Continued

MR. MONDLE: Thank you for the opportunity. My experience is that when you have a High-Speed Rail long distance, there will be more crime. Coming to San Francisco further down, the police to keep the track there will be enough. Law and order will be enforcing on that track. Thank you.

MR. PONCELET: Okay. Thank you very much, Raja.

So at this point, this concludes the formal -- we have one more. Excellent.

MR. FREEMAN: Hi there. You can go ahead. I'm Michael Freeman, and I have the honor of serving on the Transbay advisory board for three years, and I also had the opportunity to get sort of a sense of some of the planning and some of the background on the overall goals for the High-Speed Rail.

But with that said, it seems -- and this was really enlightening here, to hear about all the conflicts on a local level here through all the stops between San Jose and San Francisco. I had no idea there was that many conflicts. And just looking at the scale of this, with a train every three minutes coming through these intersections, that's just a nightmare.

Submission I070 (Stephanie Mulqueen, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Stephanie
Last Name : Mulqueen
Business/Organization :
Email : stephmulqueen@gmail.com
Stakeholder Comments/Issues :

To Whom it Concerns;

There will obviously be tremendous impacts if the current Caltrain route is
used for High Speed Rail and there needs to be mitigation for traffic, noise and most importantly, safety.

Currently Palo Alto has a severe traffic problem, which will only be made
worse if an increased number of trains use the crossings and thereby impede
East/West traffic in our town. It will make the town almost impassible.

The surrounding neighborhoods, which are mostly residential and/or schools,
would also be disrupted by the increased noise of more trains, more crossing bells, and more train horns.

Finally, we already have an issue with train fatalities on the Peninsula.
The increased frequency of trains if High Speed rail is implemented can
only make this problem worse. We have many bike commuters, many of them
middle schoolers and high schoolers, who use these crossings and I don't
think four-way gates can prevent accidents from happening to cyclists or
pedestrians who need to cross the tracks.

The only way to mitigate these impacts is grade separation, or redirecting
this money into local transit. Silicon Valley desperately needs better local public transportation, not an expensive train to Los Angeles.

Sincerely,
Stephanie Mulqueen

Submission I071 (Tahir Naim, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Tahir
Last Name : Naim
Business/Organization :
Email : tahirjnaim@yahoo.com
Stakeholder Comments/Issues :

Hi,
I understand public comment is open. I hope the EIR will consider alternative routes to sending HSR up the Peninsula, particularly as costs are now well in excess of the $40 billion in CA bonds and the hoped-for billions from the feds. As currently proposed I don't see private money coming in (other than through those bonds) and I think private money is likely a sign of cronyism. Especially if that private money gets repaid ahead of public money.

Anyhoo, please include in the EIR (or just consider) looking at bypassing Peninsula cities in favor of sending HSR from Diridon on to Oakland and from there to Sacramento. Doing so would reflect that because of inflated costs on the Peninsuala and in SF, development and population are moving to the East Bay, especially Oakland.

A well-planned Oakland stop would be melded with a BART station (West Oakland would be perfect) for easy transfer to SF.

Meantime, Diridon offers easy transfer to CalTrain for the Peninsula cities, the most important of which are Santa Clara to Redwood City. Going on to Sacto from Oakland also means those Central Valley towns (at least those between Merced and Sacto) could be eliminated from the plan for now. Frankly, for the time being, eliminating all stops between Bakersfield and San Jose would be a good idea. It would save money on stations and prevent suburban sprawl on prime farmland and the enrichment of land speculators (foreign and domestic).
Sincerely,
Tahir J. NaimSanta Clara, CA

On Monday, May 23, 2016 1:24 PM, Friends of Caltrain <adina.levin@friendsofcaltrain.com> wrote:

This week - High Speed Rail/Blended System environmental scoping meetingsThis week, Monday Tuesday, and Wednesday,, the High Speed Rail High Speed Authority is hosting scoping meetings for the Environmental Impact Report (EIR) for the San Francisco-San Jose segment of the blended system, where High Speed Rail and Caltrain will share tracks between San Jose and San Francisco.
Now is the time to ask questions that the High Speed Rail Authority will need to answer in the Environmental Impact Report. See this blog post for some topics that are going to be covered in the environmental impact report, and some draft thoughts about questions to ask. Your suggestions are welcome - what do you think should be asked to disclose the impacts and benefits of the blended system?The scoping meetings will be held between 5 and 8pm with

Submission I071 (Tahir Naim, May 25, 2016) - Continued

the dates and locations below. The formal presentation will start at 6pm.
| San Francisco Monday, May 23, 2016 UCSF Mission Bay 1500 Owens St. San Francisco, CA 95158 | San Mateo Tuesday, May 24, 2016 San Mateo Marriott 1770 S. Amphlett Blvd. San Mateo, CA 94402 | Mountain View Wednesday, May 25, 2016 SFV Lodge 361 Villa St. Mountain View, CA 94041 |

The deadline to send public comments is June 10. Send comments to the High Speed Rail Authority at:
san.francisco_san.jose@hsr.ca.gov
Caltrain leaning toward bathrooms on electric trains - help them decide
At the last board meeting, Caltrain staff reported that thanks to strong rider feedback, they are now recommending including bathrooms on the electric trains that will be ordered soon. Special events and emergencies were top reasons given for wanting at least one bathroom. Other motivations include long trips, people with health needs, and kids. The proposal is to include one bathroom per electric train set. The tradeoff is that bathrooms would up space that would be used by approximately 12 seats or 24 standing passengers. For more on the decision, see this blog post. The board is expected to make the decision on Thursday, June 2. If you support bathrooms on electric trains (or have other opinions), let Caltrain know, by sending an email to Caltrain staff and the Caltrain board, and feel free to copy us.
calmod@caltrain.comboard@caltrain.comfriends@friendsofcaltrain.com
Parking, sustainable transportation, and housing affordability in Mountain View June 8 and Redwood City June 9
Mountain View and Redwood City have lively downtowns, but driving and parking can be a pain in the neck. Both cities are hit hard by the area's housing affordability crisis. Parking is part of the challenge and potentially part of the solution. Richard Willson is a leading parking expert who can help with potential solutions and case studies about ways make it easier to get downtown; to prevent parking spillover; and to improve housing affordability. Come, bring your neighbors and your questions and learn about potential solutions.
Wednesday, June 8, 6:30-8pmMountain View City Hall500 Castro StreetRSVP hereShare on Facebook here. Thursday, June 8, 6pm-7:30pmRed Morton Community Center1120 Roosevelt Ave, Redwood CityRSVP hereShare on Facebook here. Stay informed and build a community of transit supporters on the Caltrain corridorDo you value these updates to help you and others support Caltrain and the area's transit network? If you haven't recently, please consider making a donation to Friends of Caltrain, so you and others can learn and take action.
Thanks for your interest and participation.- AdinaAdina LevinFriends of
Caltrainhttp://greencaltrain.comadina.levin@friendsofcaltrain.com650-646-4344If you want to unsubscribe, click here

Submission I072 (Tahir Naim, July 6, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Tahir
Last Name :	Naim
Business/Organization :	
Email :	tahirjnaim@yahoo.com
Stakeholder Comments/Issues :	Hello, Please add my voice to those: 1. supporting electrification of Caltrain from Gilroy to SF.2. supporting pausing on the Los Gatos Creek Trail changes while HSR and such are sorted out.3. opposing HSR from San Jose to SF along the Peninsuala.4. supporting HSR running from SJ to Oakland (with BART transfer to SF at the Oakland station) and from there to Berkeley, Davis and Sacramento5. supporting bypassing the Central Valley towns entirely in favor of a route running non-stop along I-5. Sincerely, Tahir J NaimSanta Clara, CA

Submission I073 (Roger Petersen, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Roger
Last Name : Petersen
Business/Organization :
Email : roger.petersen@gmail.com
Stakeholder Comments/Issues :

Dear HSR,

We ask that you study the following issues, which are a significant concern:

- Traffic impact, for cars, bicyclists, and pedestrians, at these crossings: Meadow, Charleston, and Churchill
  * Our students use these crossing in high volume each morning and
afternoon.

- Feasibility of grade separation. Please study whether it is at all possible, given the close proximity of Alma and homes to the tracks (and
the addition of new tracks).
  * We have far less room for grade separation than other cities.

- Cost of grade separation, for 3 approaches:
  * Cars under existing tracks
  * Elevating existing tracks, with road at current grade/elevation.
  * Burying HSR tracks in a trench below grade, with road at current grade.

- Impact on level of noise on houses within 1 mile.
  * with trains moving at over 100 mph, vs. typical speeds of 50 mph in
our area, how significant is the difference?

- Impact on teen suicides in Palo Alto. It's likely that death by high-speed-rail will become more appealing that death by low-speed Caltrain. These suicides are trying to attract attention, and a 100+ mph
train would enhance that significantly.

- Impact on traffic delays on Charleston and streets connecting to Charleston. Currently, at around 6pm, it takes 4-7 minutes to cross the
tracks, with bumper-to-bumper backups extending to El Camino Real and
Middlefield. With HSR, this can only get worse, perhaps even with improved
signal synchronization.

- Impact of reduced ridership, stemming from strong negative publicity due
to the above factors.
  * There is much hate toward HSR, yet the hope is that people in

Submission I073 (Roger Petersen, June 13, 2016) - Continued

area will ride it?

Thank you for studying these issues. Many are unique to Palo Alto, or more
pronounced here in Palo Alto.

Submission I074 (Roy & LaVerne Polkinghorne, June 1, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Roy & LaVerne
Last Name : Polkinghorne
Business/Organization :
Email : roy.polkinghorne@gmail.com
Stakeholder Comments/Issues : Reference: High Speed Rail on the San Jose/S.F. Corridor

As more-than-40-year residents of Burlingame, we are appalled at the idea
of your routing HSR on the CalTrain right-of-way. The resulting disruption
of auto traffic and widening of the right-of-way would destroy our community. We didn't vote for HSR in the first place and if it has to come
through Burlingame, then it had better be underground.
Roy & LaVerne Polkinghorne
Burlingame, CA

Submission I075 (Chris Proia, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Chris
Last Name : Proia
Business/Organization :
Email : chrisproia@yahoo.com
Stakeholder Comments/Issues : Hi HSR,

I'm certain you are aware of the concerns but I too am concerned about street level crossings in Palo Alto. I support HSR if the tracks are trenched or elevated (preferably trenched).

Thanks for all your hard work in researching this project.

Ps. Please consider using Hyperloop technology as a possible option. Musk has proven that he can develop far superior systems.

Chris Proia
Palo Alto

Submission I076 (Feliciano Robinson, June 10, 2016)

Homeowners Henry Robinson and Mirla Feliciano
278 Monroe Drive # 29
Mountain View, CA 94040
Henryjrobinson@gmail.com
(650)336-5190

We are writing comment on the Proposed Caltrain expansion/HSR project through Mountain View in Santa Clara County, California.

As residents of Mountain View, tax payers, and active voters, we are very concerned about the impact that this project will have on the safety, financial security and quality of life of the citizens whose property lines border the railroad tracks that run through the peninsula.

We are strongly opposed to the project, as it is proposed. The average voter could not have understood the negative impact that this proposal would have on the communities that surround the rail line when Prop 1A. We are writing to request a ***formal, detailed study***, performed by an independent body, to assess the impact of ***each of the below concerns*** in the specific area of Santa Clara county and Mountain View.

1. Construction

The distance between the southbound railroad track and my property line is less than fifty (50) feet, which is not much of space to get construction vehicles and equipment on and off of the rail property(especially if Caltrain is to maintain a regular schedule during this time). Furthermore, there are several dozen old growth trees that line the fences which we strongly object to being disturbed.

- How will the rail authority get construction vehicles onto the site without disturbing the adjoining properties?
- How can we be assured that there will be no eminent domain confiscations along the property line in order to expand the space needed for additional tracks or construction?
- If eminent domain is required, what due process will the state follow to assure that property owners are fairly compensated?
- Have the legal costs and fair compensation amounts for property seizure, **along the entire peninsula**, been included in the cost of the HSR/Caltrain project?

2. Noise and Vibration

It has been reported that trains could pass every three minutes at peak times. This is significantly more traffic that we experience today. My home is approximately 150 feet from the centerline of the southbound track.

- The existing train horns are already quite disturbing to the residents, and can be heard through closed doors and windows.
- The existing metal on metal noise of the trains on the track is quite loud, and can be heard through closed doors and windows.
- The is a significant amount of wind noise as each train passes. Which can be heard through closed doors and windows.
- There are noticeable ground vibrations as each train passes, which I can feel inside of my dwelling.

What is the rail authority's mitigation plan for each of these contributing factors to noise?

- What are the minimum required and maximum permitted sound pressure levels for the train horns?
- Will the frequency of the honking change with the higher speed trains?
- How much quieter/louder will the metal on metal rail noise be under the new system?
- What new specific aerodynamic features are being considered both the Caltrain and HSR to mitigate wind noise, and how much will this change sound pressure levels with the new system?
- What features will be added to the Caltrain/HSR system to reduce ground vibrations felt by the residents?
- What is the maximum amount of ground vibration is permitted under the new system?
- How do the proposed levels of noise and vibration compare to the current system?

Submission I076 (Feliciano Robinson, June 10, 2016) - Continued

3. Traffic and Safety

The reliance on railroad crossings instead of grade separation and bridges or tunnels at road/train intersections is already has a significant impact on traffic and safety.

- Peak train times coincide with peak vehicle times. What is the specific impact on traffic at each train/vehicle intersection Santa Clara County during peak times?
- What will the impact of the construction of the upgraded rail system be on traffic in Santa Clara County?
- What will be the financial impact of service disruptions to the existing Caltrain system as it is being upgraded?
- What will be the increase in local traffic due to the service disruptions on the existing Caltrain system during construction?
- Have these secondary effects been taken into account before deciding whether or not to build bridges, tunnels and grade separations in Santa Clara County?

There have been several recent suicides along the Caltrain line in Santa Clara County, between Palo Alto and Mountain View.

The upgraded Caltrain/HSR system will have more trains, each of which will be traveling faster than those of the existing system. Survivors of suicide attempts, often report that they immediately regretted their impulsive decision to end their lives-and safety measures like higher railings on buildings, and netting on bridges can make a huge impact? Making it more difficult for people to get on to the tracks in order to step in front of trains will save lives.

- How many additional suicides and car accidents deaths at crossings are to be expected with the faster moving, more frequent trains?
- Were these additional potential deaths been taken into consideration when the decision was made not to include grade separation at rail crossings in the area?

4. Property Values and Social Equity:

Finally, property values in the bay area, and specifically the peninsula, are relatively high with respect to other areas of the state. There are many factors that can negatively impact property values, including noise levels, construction (albeit temporary), traffic levels(permanent) and removal of old growth trees. Negative swings in property value can substantially affect a household's financial security, and many households' retirement and hopes for social mobility are tied to their property value.

Furthermore, many of communities that immediately border the Caltrain lines tend to have more ethnic minorities and working class people. Historically, people of color have been displaced for the 'greater good' when public works projects needed to be built.

As a blended African American and Latino Family, we are very concerned with this country's history of marginalizing the working class and people of color by systematically devaluing their property for public works projects that transfer wealth to corporate government contractors and predominantly white government officials.

Here are a few links which chronicle some of these stories from the past, and their continuing impact in the present.

http://wdet.org/posts/2015/10/19/81771-curiosid-how-a-1900s-black-detroit-community-was-razed-for-a-freeway/

http://thinkprogress.org/economy/2016/03/31/3765173/anthony-foxx-highway-planning-racism/

Submission I076 (Feliciano Robinson, June 10, 2016) - Continued

Thus, we request that the following impacts be studied and reported on in detail.

- What is the projected impact to individual home property values, within 2000 feet of the railroad tracks, in Mountain View and Santa Clara County due to the construction, noise and traffic changes that will inevitably occur with such a project?
- How will the state ensure that the negative impacts to communities around the area are felt equitably regardless of race, class or income?

Thank you for providing an opportunity for the community to comment. I believe we can build a public transportation system that rivals the best in the world, without major disruptions to people's lives and finances. I hope that the rail authority will act with fairness, and due process to study the potential impacts in detail. There are potential routes for the train that are far less populated, and the proposed route has many flaws that we've enumerated above. The State, County, and City officials, along with the rail authority should continue to search for a more optimal route, and consider the impacts to the communities and voters they serve.

Sincerely

Henry Robinson
Mirla Feliciano

Submission I077 (Stephen Rosenblum, May 18, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Stephen
Last Name : Rosenblum
Business/Organization :
Email : pol1@rosenblums.us
Stakeholder Comments/Issues : Because HSR will have a significant environmental impact all along its route is is critically important that the Authority employ Context Sensitive Solutions methodology to ensure that the concerns and input of all stakeholders are properly accounted for. Among the important issues to be considered and satisfactorily resolved are:
safety and congestions at all grade level crossings, including extremely long gate down time when combined with blended Caltrain service;
train noise and horn noise at grade level crossings with HSR trains travelling at 110 mph and Caltrains at 80 mph;
impact of decade long construction activity 24/7 along a densely populated right of way, including associated depreciation of property values.

HSR is a benefit to the entire state of California whose detriments will be disproportionately borne by those living along the right of way. It is incumbent on the Authority to mitigate these detrimental impacts to the fullest extent possible in order assure that HSR enjoys full statewide support I suggest that a full engineering cost study be made of trenching or tunneling the entire section as a mitigation, provided that the communities along the right of way can agree on this approach.

Stephen Rosenblum
Santa Rita Avenue
Palo Alto

Submission I078 (Linda Ryan, May 13, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Linda
Last Name :	Ryan
Business/Organization :	
Email :	lindaparrett@me.com
Stakeholder Comments/Issues :	Hi I'm a Burlingame resident and don't want the train coming through town in addition to Caltrain. It adds noise pollution and extra congestion to our already congested small town. Can't it stop in San Jose. There are many ways to get transport from there and people will likely need a car rental anyway. Keep it off the Pennisula please. Linda Ryan Sent from my iPhone

Submission I079 (Belinda Ryan, June 7, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Belinda
Last Name : Ryan
Business/Organization :
Email : belinda.ryan@gmail.com
Stakeholder Comments/Issues : Thanks for the opportunity to comment on the HSR review.

I completely support concept of HSR and would love to see it go ahead.

Please could you study the impacts of HSR on East Charleston, East Meadow
and Churchill St in Palo Alto. Hundreds of school children cross here each
day. We have had multiple suicides here recently. Traffic congestion on
these roads is largely due to train preemption. HSR will only make it worse.

As a parent, cycling with my kid across East Charleston is terrifying. We
live in Greenmeadow, and were allocated to a school on the opposite side of
El Camino Real. I had to drive there all the time as the rail crossing options were so dangerous and not practical for a second grader on a bike.

Please study the need for grade separation--ideally trenching the train.
South PA has zero grade separated crossings between Oregon and San Antonio.

San Antonio Rd is closest to me and great for cars, but not great for pedestrians or cyclists. I'd like my child to be able to have music lessons at CSMA, but to bike there we'd have to use the pedestrian underpass at the train station, since San Antonio Road is only safe for
cars. With the Google X building on one side, and extensions to the San
Antonio Shopping Centre I hope the study will take into account the impact
of higher commuter numbers on the existing very narrow pedestrian underpass.

Please consider trenching the train in South Palo Alto.

Many thanks

Belinda Ryan
467 Ferne Ave
South Palo Alto
CA 94306

Submission I079 (Belinda Ryan, June 7, 2016) - Continued

belinda.ryan@gmail.com

Submission I080 (Todd Sachs, June 7, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Todd
Last Name :	Sachs
Business/Organization :	
Email :	todd.sachs@yahoo.com
Stakeholder Comments/Issues :	Hello, I'm sure my voice is just one in a chorus of people from whom you will be hearing. There is simply no way the HSR project can be successful if it does not involve grade separation at the Charleston, Churchill and East Meadow intersections. As is stands now, the back ups at those crossings border on heart attack inducing frustration - often forcing commuters to sit through 20-30 minutes of stand still to get from Alma to El Camino. I know first hand about this, having wasted much of my life in this commute. To essentially double the number of trains passing by at this time would amount to insanity. Anyone who is involved in making these decisions should imagine what it would be like if they had to cross these tracks during rush hour each day. I dare say they would insure that their own commute was relieved with grade separation. I don't use the crossings in menlo park and mountain view, but I've no doubt you will hear similar stories from those unfortunate souls. Please, please, please do the right thing here. Don't be a part of the next 50 years of problems caused by poor planning. We are already living with that from the decision to not have BART ring the Bay when it was first built. I doubt any of the San Mateo power brokers who made that decision back then are proud of it now! Sincerely,Todd Sachs 787 East Charleston RoadPalo Alto, CA

Submission I081 (Jessee Schofield, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: JESSE SCHOFIELD

DATE: 23 MAY 2016

ADDRESS: 1618 ALCATRAZ AVE APT A

EMAIL: jbarrack.schofield@gmail.com

PHONE: 202-246-7617

CITY: BERKELEY

STATE: CA

ZIP: 94703-2612

MEETING LOCATION: UCSF

AFFILIATION: enthusiastic citizen.

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ○ STATEWIDE ○ SAN FRANCISCO TO SAN JOSE ○ SAN JOSE TO MERCED

COMMENTS:

The Millbrae connection to SFO shows a lot of potential for intermodal connectivity. Even though it is very early in the project, it would be nice to ~~the~~ have the EIR include some of the potential ways to connect BART, HSR and SFO, at least in a more seamless manner than currently available.

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ✓ YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I082 (Andy Sells, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

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14

NAME: ANDY SELLS		DATE: 5/24
REPRESENTING: SELF	EMAIL: ANDY@ARTSNTEK.COM	
ADDRESS: 450 MARIN DR.		PHONE:
CITY: BURLINGAME	STATE: CA	ZIP: 94010

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ● NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I082 (Andy Sells, May 24, 2016)

traffic will be affected, and I was wondering, in order to reduce our car reliance and better help the environment and people's overall health, how we will be reducing car traffic by improving public transportation in local areas along the corridor.

Thank you.

MR. PONCELET: Thank you, Raayun. Thank you for your suggestions on how to better engage youth in the process.

Next, we have up Andy Sells. And then the last card I have is Roland Lebrun.

MR. SELLS: Hi. I'm Andy Sells and I am from Burlingame. I have been sort of watching this process over the last few years, but mostly from a distance. I, like a lot of people, had a job, very busy, couldn't make it to the meetings. Recently retired, so I'm here because I'm very concerned. And I just want to say the obvious, that there's probably thousands and thousands of people who are just concerned as I've always been but don't have the time, because of their busy lives, to get here. So I wouldn't let the half empty room be an indication of that.

Also, I share all the concerns that I've heard today about the High-Speed Rail through the

Submission I082 (Andy Sells, May 24, 2016) - Continued

Peninsula. I want to be clear that I'm not against High-Speed Rail in theory, and I think the idea of bringing access to Silicon Valley from Central Valley and what that can do to the economy and, potentially, jobs could be a great thing. But, clearly, going through the Peninsula as proposed is a huge impact, and I would challenge anyone in this room to come up with a positive cost-benefit analysis on this whole thing. There are so many safety issues and congestion issues and quality of life issues.

Certainly the grading would be a big improvement. I don't know if that would be enough to make it really worthwhile. We already have two major transportations systems through the Peninsula to the city, BART and Caltrain. And it's not clear to me that we need a third.

And I don't know at this three-minute deadline, three-minute time line, whether that's something that could be relaxed. But I do note your organization is always searching for ways to finance this, and I wonder whether the money would be better spent in other parts of the proposed route and leave the Peninsula with the existing infrastructure and incremental improvements.

Submission I082 (Andy Sells, May 24, 2016) - Continued

Couple of questions I would like to sort of pose also is, on the jobs front -- that's always that comes up -- I'm just wondering how many -- what percentage of jobs are created for California residents versus out-of-state residence or out-of-country residents. I would like to see that. And as it relates to the project, whether this manufacturing will be done out of the state or out of the country, things like that.

Also, I did a rough calculation on the gate down time for 20 trains to go back and forth over the course of an hour. And I probably have the numbers wrong because I don't know yet, you know, the exact times, but I assumed something like maybe a minute and a half for a train that's just going by, maybe two minutes, and maybe three minutes or more for a train that's actually sitting in a station. So, basically, I calculated a total of 36 minutes for gate down on trains that stop and 16 minutes for gate down for trains that don't stop, a total of 52 minutes out of the hour, and that leaves 8 minutes in an hour to get across. I live near the Oak Grove/California intersection in Burlingame, and I can tell you firsthand, the traffic is already horrible, especially in peak rush

Submission I082 (Andy Sells, May 24, 2016) - Continued

hour times and -- school, library, shopping, people accessing the freeways. So thank you.

MR. PONCELET: Thank you, Andy.

Next, we have Roland Lebrun, and then followed by Udis Zebergs.

MR. LEBRUN: Thank you. So I have a comment and a question. The comment is something that Will said, that we need a grade separator for the road, and somehow we only going to have three grade separations. Well, 28 and 31st right now don't exist. We're not grade separating anything because they stop at the tracks. And what we're really doing is we're going to be connecting Bay Meadows to the Hillsdale Shopping Center. I agree with that. The only thing we're going to grade separate is 25th. Quite frankly -- and I take the train every day past 25th. I don't know how they do grade separating. But anyway, if we do get a full track passing station, half of it mid-peninsula, you get my backing.

Now, the question I have is that Caltrain is about to award electrification contracts. About $2 billion worth. One thing that is still unclear, because I'm from Europe, like that lady over there is, is how could you possibly spend $2 billion.

Submission I083 (Stephanie Sharron, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Stephanie
Last Name : Sharron
Business/Organization :
Email : ssharron@me.com
Stakeholder Comments/Issues : As residents of the Greenmeadow neighborhood in Palo Alto, we are alarmed at the current HSR proposal.

* HSR has a goal of 30 min for a trip from SF to SJ
* both Caltrain and HSR will travel at up to 110 mph
* the 110 mph speed is to avoid Federal standards requiring complete grade separation
* HSR trains are 1410 feet long (i.e. 1/4 of mile long)
* at peak times trains every 3 minutes (6 Caltrain, 4 HSR in each direction)
* there are currently 42 at grade crossings. The only grade separation proposed is for 3 crossings in San Mateo
* at grade crossing will have 4 quadrant gates
* HSR stations will be at SF, Millbrae and SJ - studies in progress to figure out how to accommodate the 1410 foot long trains
* 24 miles of new passing tracks
* by the end of 2016 the HSR board will identify a preliminary preferred alternative

1. The idea that you would design this system without full grade separation in Palo Alto and surrounding areas where the traffic is at an all-time high, and where students must use the crossing to get to and from school is infuriating and unacceptable. We understand the design proposes a 110 mph speed limit--just below the speed requiring full grade separation under Federal standards.

2. Perhaps those designing this system have not been reading the newspapers for the last 7 years. Our railroad crossings in Palo Alto have been a magnet for teen suicides which have caught the attention of schools, public officials, the media and our residents. We have finally started to make progress in reducing the suicides along this corridor. The LAST thing we need is a high-speed rail running through our neighborhood. 110 mph? That is insane for a train in a high traffic neighborhood filled with school age children who bike across the tracks all day long.

3. Peak time trains EVERY 3 MINUTES? Are you kidding? This will destroy our neighborhoods. We cross the train tracks at peak times a minimum of 4 times per day per person in our family (we are a family of 4 with 3 of us still full-time residents and 1 student home for the summer).

4. 1/4 mile long trains: this is outrageous particularly given the frequency of travel.

If this is the design, we object vehemently to using the Caltrain railroad track location (or anything near it). We as residents of the Palo Alto and Menlo Park neighborhoods for the last 47 years find

Submission I083 (Stephanie Sharron, June 13, 2016) - Continued

this plan abominable.

Submission I084 (Michael Shulman, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

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√ 10

NAME: MICHAEL SHULMAN
DATE: 5/25/16

REPRESENTING: self
EMAIL: michael.shulman@hotmail.com

ADDRESS: 88 BUSH ST UNIT 4155
PHONE: 831-566-7966

CITY: SAN JOSE
STATE: CA
ZIP: 95126

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ⊘ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I084 (Michael Shulman, May 25, 2016)

MICHAEL SHULMAN: Thank you for the opportunity to speak. My name is Michael Shulman, and my wife and I are residents of Plant 51, which is right next door to Diridon Station.

And my single point to make is that we are really looking for a human-scale station at Diridon. We think that the architecture there is absolutely beautiful, that we love it. And we really think that having the high-speed rail coming in at grade is a much better human-scale solution than bringing in something 60 feet in the air. Not only does it directly affect our property values, but it affects the property values of all the development going in around the station. And we see apartment buildings going up and down that corridor, and I just think that nobody wants a six-story high high-speed rail going through the middle of their town.

So thank you very much for your concern.

Submission I085 (Florence Silverman, June 8, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Florence
Last Name :	Silverman
Business/Organization :	
Email :	mcsilverman2@att.net
Stakeholder Comments/Issues :	We are strongly opposed to the elevated option because of how intrusive it would be for our neighborhood. We are also opposed to the bike/ped bridge on Newhall over the Caltrain tracks as it would turn our neighborhood into a parking lot for the soccer stadium. Florence Silverman and Karen McCreddin. Sent from my iPad

Submission I086 (Phil Small, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Phil
Last Name : Small
Business/Organization :
Email : philsmall123@comcast.net
Stakeholder Comments/Issues : Dear Sirs

I am deeply concerned that the " at grade" crossings will so impede car traffic that multiple train crossings and stop light changes will occur before traffic moves across the tracks. This situation will be complicated by impossible synchronization with traffic lights adjacent to the tracks. Pedestrian and bicycle traffic will further impede cars moving across the tracks when the train passes.
With the increase in traffic predicted in the local Bay Area.I foresee a war between local drivers not being able to reach their destination and travelers from distant originations speeded to their respective destinations on HSR. I predict dark days ahead.

Sincerely '
Phil Smaller
Palo Alto Ca

Submission I087 (Martin Sommer, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

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3

NAME: MARTIN SOMMER
DATE:
REPRESENTING:
EMAIL:
ADDRESS:
PHONE:
CITY: PALO ALTO
STATE: CA
ZIP: 94301

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ~~YES~~ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I087 (Martin Sommer, May 25, 2016)

MARTIN SUMMER: Hi. My name is Martin Summer.

It's good today see a lot of familiar faces I haven't seen in a long time. So I have one comment and then two requests.

You said you would like to have things studied. I have two things for you to study.

The comment is, just historically, five years ago, we were at the center and, shoot me now, but I was the one that came up with the blended idea. So I believed in it then, I believe in it now, and I honestly look forward to seeing the high-speed trains coming up and down the peninsula.

There you go.

So the second -- two things to study. So you, on your slides you suggested, or you said, you committed that you're going to do quad gates on every grade-level crossing. So quad gates -- sorry -- quad gates are the first requirement in a federal quiet zone. So given that we have all the grades, whereas the quad gates -- I request that you study making the entire peninsula a quiet zone since horns will no longer be required at the crossings, and they, based on the federal rules, are not required at stations, either, unless there is a live and pending issue.

So just look at the idea of the entire

Submission I087 (Martin Sommer, May 25, 2016) - Continued

peninsula as a horn-quiet zone, which is no horns.

The third one is, specifically, University Avenue station in Palo Alto. Historically, it was actually built for a three-track configuration. And if you look at the pictures of when it first went up, there were three trains -- three tracks going through there.

So when you look at the 16-mile passing lane going up and down the peninsula, I would like for you to look at using that third track going through University Avenue station without modifying the station at all. Period.

Thank you.

Submission I088 (Martin Sommer, May 26, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Martin
Last Name : Sommer
Business/Organization :
Email : martin@sommer.net
Stakeholder Comments/Issues : Dear Mark,

Thank you for this evening's meeting. To restate my verbal feedback:

1) Given the planned installation of quad-gates on all grade-level crossings, please study working with the peninsula cities, to create a Federal Quite Zone from San Francisco to San Jose. The potential reduction of train horn noise, would be a great benefit to residents, and a tremendous political win for you.

Since there is power in numbers, perhaps you could convince more cities
to accept the liability, if they join as a group.

2) For the studied 16 mile passing track option entering Palo Alto, please consider passing through the Palo Alto University Ave station, without major modification. The station was originally built for three tracks, and should be capable of supporting three tracks again, as is. There was later discussion regarding the "Palo Alto bend" passing through the station, but I think you should be able to navigate this, without major modifications.

Thank you,
Martin

--
Martin Sommer
650-346-5307
martin@sommer.net
http://www.linkedin.com/in/martinsommer

"Turn technical vision into reality."

Submission I089 (Mark Stephenson, May 23, 2016)

3

CALIFORNIA High-Speed Rail Authority

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NAME: MARK STEPHENSON		DATE: 5/24/16	
REPRESENTING: SELF	EMAIL:		
ADDRESS: 127 RINCONADA AVE		PHONE: 408 [illegible]	
CITY: PALO ALTO	STATE: CA	ZIP: 94301	

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I089 (Mark Stephenson, May 23, 2016)

in Japan, it's incredible. Probably has a lot in common with the Diridon Station Development Plan. It's a very open ship that, you know, is designed -- it's a very dramatic design.

And, second, these new Shinkansen lines -- in the 30 years to build that line, but it's now the center of attention of attention in Kanazawa. It's brought new business and new energy to the place. The (inaudible) source, they have -- they use in department stores, also, positioned in this thing, and they have -- the villagers come in with their incredible goods and foods from the area, and they have cultural days where they drink and sing; so it becomes a real center that belongs, and I think it's very important in the great separations or right-of-ways that we make these two to three stations that are really incredible TOD examples. Thank you very much.

And, by the way, I also submit most of this stuff in a report -- 78-page report I wrote for high-speed rail for the (inaudible) transportation institute classes I was taking and I got a degree from, and I will submit as a PDF into public comment. Thank you.

MR. PONCELET: Okay. Thank you very much.

Next is Mark Stevenson.

Submission I089 (Mark Stephenson, May 23, 2016) - Continued

AUDIENCE MEMBER: Yes, hello. Mark Stevenson, I am a Palo Alto resident; so, obviously, concerned about the safety in the area, especially with the fatalities we've had in high school areas and the like, and -- especially today, another one happened on the high-speed rail -- I mean on the regular train system today. And just wondering if you can actually comment more on the three rail needs that are going to be to the Caltrain station. I guess there's several areas where we need crossing areas. Is that -- what's the current planning around the eminent domain, and what can be done to enhance any security concerns -- safety concerns, rather, in those areas?

MR. TRIPOUSIS: So we will take that as a comment, sir. I will be happy to talk to you about that offline. We actually have right-of-way staff here who can answer the specific right-of-way questions for you, but I'd be happy to talk to you about it afterward.

AUDIENCE MEMBER: Okay. Great. Thanks.

MR. PONCELET: Thank you, Mark.

Next we have Roland Labron.

AUDIENCE MEMBER: Two questions: The first one is when are you going to be posting the slides on the Web site?

MR. TRIPOUSIS: Right away.

Submission I090 (Rene Sugar, July 5, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Rene
Last Name : Sugar
Business/Organization :
Email : rene.sugar@gmail.com
Stakeholder Comments/Issues : Hello,

Re: San Francisco to San Jose Section EIR/EIS

An elevated high-speed rail track would allow wildlife to cross under the tracks without affecting rail traffic, would eliminate or reduce accidents with vehicles and pedestrians, and prevent delays due to vehicle traffic making it a more attractive option for commuters.

An elevated track should accommodate being upgraded at a later date to
newer technology. It would provide a platform for solar panels running
the length of the track (e.g. as a canopy over the rail and/or on either side of the track).

Examples:

https://hyperloop-one.com/

http://www.solar-trains.com/

http://www.gizmag.com/solar-rail-tunnel-completed/18881/

http://www.zdnet.com/article/sun-powered-high-speed-rail-rises-in-europe/

An elevated track also allows for more automated operation.

Rene Sugar

Submission I091 (Clem Tillier, June 13, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Clem
Last Name : Tillier
Business/Organization :
Email : clem@tillier.net
Stakeholder Comments/Issues : To Whom It May Concern:

The following are scoping comments regarding the San Francisco to San Jose
project section of California's high-speed rail system. Thank you for considering these points as you set out to prepare a new project EIR.

Best Regards

Clem Tillier

San Carlos, CA

clem@tillier.net

http://caltrain-hsr.blogspot.com

System-wide Level Boarding: the blended system is a compromise, less than
ideal for HSR and Caltrain. The successful mixing of local and long distance express service on "primarily two tracks" will require the utmost
coordination and reliability in order to satisfy the expectations of commuters and statewide travelers. The key to punctual operation is to
ensure that station dwell times are short and predictable <http://caltrain-hsr.blogspot.com/2016/05/caltrain-has-dwell-time-problem.html>,
something that cannot be achieved with today's 8-inch-above-rail Caltrain
platforms. The EIR should study a system-wide conversion to level boarding,
as facilitated by Caltrain's procurement of dual boarding height EMUs.
Level boarding does two important things for HSR: it ensures that Caltrain
commuter trains get out of the way of HSR in timely and reliable fashion,
and increases the average speed of Caltrain services, unlocking additional
track capacity. The frequent service and punctuality that travelers will
expect of HSR cannot be achieved without level boarding.

Submission I091 (Clem Tillier, June 13, 2016) - Continued

Fast-Slow-Slow-Fast Overtake Sections: four-track overtake sections
should be configured with overtaking tracks on the outside and slow tracks
in the middle (fast-slow-slow-fast) with central island platforms for Caltrain. The major advantage of this configuration is to allow Caltrain
to single-track as needed during service disruptions without fouling the
express tracks. While the track centers will need to shift outwards to make space for island platforms, the resulting curves can be built with
very large radii and very low superelevation, with no impact to passenger
comfort. The station footprint requirements for fast-slow-slow-fast are
minimal due to one island platform being narrower than two side platforms.
Examples of the fast-slow-slow-fast configuration exist in Sweden
<https://www.youtube.com/watch?v=_CXzvl7TDmY&t=3m10s> and Australia
<https://www.youtube.com/watch?v=JSxYB5rJJnk&t=51s>. Given the operational
advantages of this configuration, the EIR should study it as an alternative
for any proposed four-track overtake sections.

Grade Separations: should any new grade separations be contemplated as
part of the blended system, these should be engineered "not to preclude"
the future addition of a third and fourth track. The peninsula corridor right-of-way is so generously sized
<http://caltrain-hsr.blogspot.com/2009/03/why-they-chose-caltrain-corridor.html>
that
building new two-track-only infrastructure is short-sighted and potentially
wasteful. Even if grade separations are initially built for two tracks, the EIR should study full-sized bridge abutments and retaining walls as
needed to support future expansion, even if such expansion is not part of
the project scope.

Dumbarton Connection: some form of rail service in the Dumbarton corridor
has been studied for decades and is likely to be implemented sometime in
the next half-century, given regional development and transportation pressures. Any changes to Dumbarton Junction that might be studied in the
EIR should be engineered "not to preclude" a future seamless Dumbarton rail
corridor connection, including a grade-separated flying junction for at least the southbound track. While this may carry the political

Submission I091 (Clem Tillier, June 13, 2016) - Continued

appearance
of leaving the door open to HSR via Dumbarton and Altamont Pass, such
political considerations should not be used as an excuse to sabotage the
possibility of an efficiently designed rail junction with the Dumbarton corridor.

Mid-Peninsula HSR Stop: the EIR should study the possibility of a mid-peninsula HSR stop located in Redwood City. With a common platform
interface standard shared by HSR and Caltrain, the impacts could be quite
minimal. In the long term, a four-platform-track elevated
<http://caltrain-hsr.blogspot.com/2015/12/optimizing-midline-overtake.html>
(i.e.
grade-separated) station should be considered for this location.

Platform Track Speeds: high-speed express trains currently run past
Caltrain platforms at a maximum speed of 79 mph, with only a painted yellow
line to warn people on the platform to stand clear. Electric express trains operating at 110 mph (on primarily two tracks, and hence running
past Caltrain platforms) are both faster and quieter, and have a higher
chance of startling people standing on the platform, possibly causing them
to lose their balance and fall towards the passing train. The EIR should
account for the impacts of constructing wider Caltrain platforms with ample
clearance to stand clear of passing trains, with appropriate visual and aural warnings.

Hold Out Rule: the EIR should include a study of the impacts of modifying
the few remaining stations (South San Francisco, Broadway, Atherton and
College Park) that still have narrow at-grade center platforms, where no
trains may move through the station while another train is stopped. The
hold-out rule is a disruptive and antiquated operational constraint that is
contrary to the needs of a fast, flexible and high-capacity blended rail system; the cost of eliminating this constraint is minuscule in relation to
the overall investment being contemplated.

Blended System Southern Boundary: San Jose Diridon, while an important

Submission I091 (Clem Tillier, June 13, 2016) - Continued

HSR stop, is not a natural terminus for Caltrain services. Large population
densities
<http://caltrain-hsr.blogspot.com/2013/10/census-driven-service-planning.html>
in
the vicinity of the Tamien, Capitol and Blossom Hill stops that are currently located on the "Gilroy Extension" of Caltrain should be served
more regularly. Moving the southern boundary of the blended system beyond
Tamien to Blossom Hill would not only meet latent commuter demand on the
congested 101 corridor, but also free up scarce platform capacity at San
Jose Diridon by avoiding the need to turn any trains there. For this reason, the EIR should consider the idea of terminating Caltrain service at
Blossom Hill.

CEMOF Alignment: Caltrain's Central Equipment Maintenance and Operations
Facility (CEMOF) was constructed with a double reverse curve that severely
limits train speeds near San Jose, if an at-grade solution is contemplated. Because achieving fast San Francisco - San Jose times is
important to HSR's compliance with the terms of the HSR bond act, the EIR
should study the possibility of reconfiguring the track layout of CEMOF,
moving the main tracks from the east side of the facility (the slow double
reverse curve) to the west side of the facility (a faster alignment, with only one shallow curve). This would effectively exchange CEMOF yard tracks
8 and 9 with MT-2 and MT-3
<http://www.tillier.net/caltrain_maps/46-TCCM-200-B.pdf>. Personnel,
equipment and materials can enter the facility through a tunnel under the
main tracks, as is already done for access from the east.

Newhall Yard: VTA owns a large former UPRR freight yard in Santa Clara,
currently slated to be used as a future maintenance facility for the BART
to Silicon Valley project. In the event that the BART Phase II project is
value-engineered to terminate at San Jose Diridon (without a redundant and
duplicative
<http://www.greencaltrain.com/2016/05/vta-savings-from-integrated-bartcaltrain-service/>
extension
that parallels the blended system to Santa Clara, and with vehicle

Submission I091 (Clem Tillier, June 13, 2016) - Continued

maintenance requirements met by BART's amply sized Hayward Maintenance
Complex <http://www.bart.gov/about/projects/hmc>), the EIR should study the
possibility of using Newhall Yard as a maintenance facility for HSR.

Submission I092 (Ian Todd, May 25, 2016)

Response Requested :
Affiliation Type : Individual
Interest As : Individual
Submission Method : Project Email
First Name : Ian
Last Name : Todd
Business/Organization :
Email : ian.todd1@gmail.com
Stakeholder Comments/Issues : The proposed Millbrae-SFO station should be eliminated from the high speed
rail station list. The purpose of the high speed rail is to link major metro areas and minimize the need for air travel in California. Passengers
that travel to SFO could use regional transit (e.g., BART) to travel to San
Jose and San Francisco, and elsewhere in the Bay Area. It would be very
rare that passengers arriving to SFO would require travel elsewhere in the
state, as they would have likely flown to that destination initially. The station would slow the average speed of the rail and impact the overall
performance of the system.

Thank you for the consideration.

Ian Todd

--
Ian Todd
949.648.4072

Submission I093 (Michael Tsai, May 25, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

✓ (11)

NAME: MICHAEL TSAI	DATE: 5-25-16
REPRESENTING: SJ YIMBY	EMAIL: sjyimby@gmail.com
ADDRESS:	PHONE:
CITY: / STATE:	ZIP:

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS: We need this. Stay the course on HSR!

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I093 (Michael Tsai, May 25, 2016)

MICHAEL TSAI: My name is Michael Tsai. I'm representing San Jose YIMBY, which stands for Yes, in my backyard.

First off, I agree with Paul Archambeault's comments.

I think it would be great if we could get it to go faster than 110 miles per hour. I understand there are compromises that have to be made, but on the whole, I think the faster, the better.

San Jose to San Francisco is a route that's very much in demand. Right now, Caltrain is just really overloaded. And for every single bit of passenger load that can take high-speed rail instead of Caltrain, that's going to improve the Caltrain service, too.

A lot of times we do want to go up to San Francisco, but we just find that Caltrain, as much as we love it, is pretty slow. So I think a passing station, that would be great. Higher speeds would be great. Do what you need to do to mitigate the impacts to the neighbors, but ultimately, this is something that the Bay Area needs.

And please don't let a narrow, but vocal, group of NIMBYs obstruct what's best for the Bay Area.

Thank you very much.

Submission I094 (Jim Valliant, June 7, 2016)

Response Requested :	No
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Jim
Last Name :	Valliant
Business/Organization :	
Email :	jivallia@cisco.com
Stakeholder Comments/Issues :	I live in Santa Clara North of San Jose's Diridon Station and South of Scott Blvd in Santa Clara. I am concerned about the possibility of an elevated rail going in near my house. So, I ask that the rail be "at grade" while traveling through our neighborhood. We have lived in the same single family home for over 18 years. During this time, we have co-existed with the airport and railroad. We have done nothing when the city allowed a new baseball field and soccer field to be built adjacent to our neighborhood. Sadly, I have to draw the line with an elevated rail. While seeking building permits to remodel our home, the Santa Clara planning department thoroughly reviewed our plans. This review was to ensure consistency with the existing homes in our historic neighborhood. As a result, I had to reduce the hight of my home, relocate exterior lights and the air conditioner's condenser. In addition, the city would not allow me to have a parking lift because they said the elevated car would be visible over my fence. It seems unfair to me that I am limited to very low height restrictions. But, the high speed rail might get permission to build way higher than I wanted. With an elevated rail, we will see much more than a single car above the fence line. I will see and hear an elevated train that blocks my view of the mountains. Based on how the planning and building department treated my proposed building plans. I ask that you limit the height, noise and light pollution of the high speed rail. Specifically, I request that the rail be at grade in my neighborhood. Jim Valliant 1220 Sherwood Ave Santa Clara, CA 95050

Submission I095 (Steve Van Pelt, May 24, 2016)

Question

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

6

NAME: STEVE VAN PELT
DATE: 24 May 2016
REPRESENTING: self
EMAIL:
ADDRESS:
PHONE:
CITY: MENLO PARK
STATE: CA
ZIP: 94025
DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○YES ○NO
COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I095 (Steve Van Pelt, May 24, 2016)

How -- what is going to be the impact on those businesses?

And lastly -- I know it's going to be addressed through the High-Speed Rail Project, but what's going to be the impact on property values along the right-of-way? And, you know, there's been a lot of discussion that it's minimal, that there's no way that homeowners can be compensated, but the fact of the matter is when the elevated track was being seriously considered, you know, anecdotally and talking to Realtors, people could not sell their homes. So a train coming by every three minutes is going to have a similar impact, and I think that needs to be addressed.

MR. PONCELET: Thank you, David. I appreciate the level of detail for your comments and the other comments, as well. That's certainly helpful for the environmental concerns.

Okay. Next after David is Steve Van Pelt. And after that, it's -- I have Charles Holtz again.

MR. VAN PELT: I'm Steve Van Pelt, and I'm a resident of Menlo Park. And Menlo Park three weeks ago just started its grade separation study, and at that time, they didn't know whether they were -- it was going to be a requirement for two

Submission I095 (Steve Van Pelt, May 24, 2016) - Continued

tracks or three. So I'm still a little confused. I actually was going over the diagram. It's the first I've seen where you're proposing a third passing track going not only through Menlo, but down as far -- beyond California Avenue. But it's still labeled preliminary and subject to change. So, is this something we're going to be held to implement? I don't know if that's an answer you can give me on the fly here or if that's just something you can put in the record and get an answer later.

MR. PONCELET: So, yes, on the record, and then as we move to Q and A later, where we can have a little more exchange, let's come back to that one.

MR. VAN PELT: I'm just really getting my head around this. I mean, we were all looking at High-Speed Rail, I don't know, what was it, four, five years ago and things, and now it's really very different. So one thing that's very different, there has been a comment about all of the grade crossings which will not be separated and I suspect that's going to be true for the majority of them when this service is scheduled to be starting. But something that just occurred to me, this also applies not to just the car traffic, which unfortunately is what we talk about the most. It

Submission I095 (Steve Van Pelt, May 24, 2016) - Continued

really applies to the pedestrian traffic and the bike traffic, doesn't it? So the current guards that we have which just stop us from going across the track -- but we still cross the tracks in between trains -- those are -- are still going to be viable alternatives. And until somebody really invests a lot in upgrading the stations, those are still going to be in place up and down the line. But now, instead of crossing two tracks, in a lot of places we're going to be cross three or four tracks.

And I don't understand what the legal requirements are for this, but this all seems unwise. I know it turns out another resident of Menlo Park is talking about how frequently the trains are going to be coming, but we're really making things much more difficult for pedestrians, bicyclists and everything else in several dimensions. So we really need your help or more funding from somewhere to really start getting serious about not only grade separations, but in a lot of cases, station redesign.

Thank you.

MR. PONCELET: Thank you very much, Steve.

Next up we have P. Durham, and P. Durham will be followed by Jerry Carlson.

Submission I096 (Charles Voltz, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: CHARLES VOLTZ		DATE: 5/24/2016
REPRESENTING: CC-HSR	EMAIL:	
ADDRESS: 725 VERNON WAY		PHONE:
CITY: BURLINGAME	STATE: CA	ZIP: 94010

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ⊗ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I096 (Charles Voltz, May 24, 2016)

alternative. The no-project alternative for the San Francisco to San Jose corridor is Caltrain. They're in operation today. They're in the process of electrifying. With the improvements that are made by you or could be made by themselves, they can provide the same 110-miles-an-hour trains up or down the Peninsula that would yield essentially the same travel times. So, the only benefit for putting High-Speed Rail on the Peninsula is the elimination of a transfer at San Jose. That, again, is not a major environmental benefit.

Thank you.

MR. PONCELET: Thank you very much, Paul.

Next we have Charles Voltz. And Charles will be followed by Ross Bruce.

MR. VOLTZ: Good evening. My name is Charles Voltz. I live in Burlingame and I am a member of the Community Coalition on High-Speed Rail.

The primary purpose of the scoping session, the end of that process, is to describe what the project consists of, what are its essential elements; not part of them, but all of them. And I'm here to say, as I think the Authority has acknowledged, from the beginning and here again

Submission I096 (Charles Voltz, May 24, 2016) - Continued

tonight, is that grade separations on the Peninsula, all 42 or 45, however many there are, are an essential part of this project. And the reason is obvious. You heard from Mr. Brady about the traffic impacts. That includes traffic impacts that will delay emergency vehicles and tend to cut off the east side of the community from the west side of the community at critical times, both for our normal transportation and for other things, as well.

Now, there is a supreme irony here that must be noted. This is a project, High-Speed Rail, that was designed to make a significant improvement of a citizen's travel opportunities. Now, my family and the families that live on my block don't get to go to Los Angeles very often, maybe once a year, maybe twice a year in some case, never go to Bakersfield, never go to Fresno, but we cross these tracks several times a week, often five or ten times a week, and the delays at those intersections are an important part of our lives.

It also has an impact on something more than just delays. Yesterday morning, in Burlingame, a man was killed by a train at the Oak Grove station -- crossing, grade crossing. For those of you that don't know where that is, that's right near

Submission I096 (Charles Voltz, May 24, 2016) - Continued

Burlingame High School. Now, Caltrain has worked long and hard to avoid that, and I don't criticize them for what they have tried, but you've got to face the facts: That system and that plan is not working.

What works are grade separations. Grade separations don't necessarily eliminate them, but they make them rare. So the solution to this problem is that Caltrain -- the Authority must include in its project description the fact that all the grade separations are an essential part of this project, and that's the only way the community can be assured that they will happen, not over 20 years, but on an expedited basis, because it's all that important. Thank you.

MR. PONCELET: Thank you very much, Charles.

Next, we have Ross Bruce, and Ross will be followed by David Harris. And then after, David will be Steve Van Pelt.

MR. BRUCE: Yes. I'm with the Broadway Merchants. I work on Broadway. I think this project is the last best hope for building an efficient municipal transportation system. There just really are no other places that I can find to

Submission I097 (Charles Voltz, June 10, 2016)

Charles E. Voltz
725 Vernon Way
Burlingame, CA 94010

June 10, 2016

Mark A. McLoughlin
Attn: San Francisco to San Jose Project Section
California High-Speed Rail Authority
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113

RE: Comments On Notice of Intent / Notice of Preparation for San Francisco To San Jose Section of Proposed Statewide High-Speed Rail (HSR) System

[Sent By Email: san.francisco_san.jose@hsr.ca.gov]

Dear Mark A. McLoughlin:

The CHSR Authority's sudden reversal of direction, from going first to Los Angeles/Annaheim to now going first to San Jose/San Francisco on a high-priority basis, has profound consequences which have not been adequately considered. One unfortunate result flows from its decision about 4 years ago to terminate the study of engineering and environmental impacts and alternatives for the Peninsula (other than Caltrain electrification)--deferring those actions until IOS South was completed. It thereby forfeited the opportunity to get a critical running start on preparing the densely urbanized Peninsula for high speed rail while there was time to do so, especially with regard to the grade separations required at most if not all existing grade separations.

At that time, 2012, its own studies showed that a large number of grade separations would be required when the number of passenger trains were to be increased from 92 per day to 220 per day. It knew then, as it knows now, that designing, funding and building those grade separations does not happen quickly—it takes years. It claims that it will now take 20 years to complete the funding and building grade separations at the 42 existing grade crossings of the Peninsula. But it has no incentive to find the needed funding on an expedited basis, and the more trains it tries to run before the needed grade separations are completed, the longer it will take, and the more it will cost—much more.

Despite its own neglect in failing to prepare for this contingency, for at least a 20-year period the Authority plans to run up to 20 trains per hour during morning and evening peak travel times (averaging one train every 3 minutes) at Peninsula grade crossings *without* the needed grade separations. This threatens to paralyze local traffic in several Peninsula communities which will be unacceptable to local citizens.

Thus, the Authority needs to make up for the lost time it forfeited in not preparing for needed grade separations before commencing high-speed train operations on the Peninsula. One way to accomplish this is by having HSR passengers change to/from Caltrain bullet trains at San Jose *during a transitional period* during which the necessary grade crossings could be funded and constructed on a truly expedited basis. During such a transitional period, the Caltrain electrification project and the DTX

Submission I097 (Charles Voltz, June 10, 2016) - Continued

connection to the Transbay Terminal would presumably be completed.

There would be a strong incentive to complete the needed grade separations as quickly as possible in order to be able to start running HSR trains from San Jose to San Francisco. Without such an incentive, the lengthy period during which Peninsula communities experience unacceptable traffic, noise and suicide impacts could easily go on interminably due to an ongoing lack of needed grade separations. It is a matter of priorities, and the Authority's present plans for funding and constructing grade separations on the Peninsula is plainly lacking in this regard.

Transitional periods deferring running HSR trains on a portion of the Phase 1 corridor while necessary preparatory work is being completed are not new to the Authority; see, e.g., using 4th and King as the San Francisco terminal instead of the Transbay Terminal while the DTX project is being funded and completed; transferring LA-bound passengers to bus service while the tracks from Bakersfield to the San Fernando Valley are being completed; and transferring LA-bound passengers from Palmdale to Metrolink trains while high-speed tracks to Los Angeles are being completed.

At a bare minimum, grade separations on the Peninsula are necessary wherever there are grade crossings along the path of proposed passing tracks ("overtakes") which are needed for high-speed trains to bypass slower Cal train commuter trains. Failure to build such grade separations would negate the benefit of the passing tracks, and be self-defeating. Four 4-track passing track segments, varying in length from 6 to 10 miles, were analyzed in 2012 and are presumably now under active consideration:[1]

1. "The North Overtake assumes a **10.2-mile long 4-track segment of tracks** from milepost 5 to milepost 15.2. It includes four Cal train stations and one high speed rail station. They are Bayshore, South San Francisco, San Bruno and Millbrae."[2] There are 4 existing grade crossings in this segment.[3]
2. "The Full Midline Overtake assumes a **8.9-mile long 4-track segment of tracks** from milepost 18.3 to milepost 27.2. It includes five stations – Hayward Park, Hillsdale, Belmont, San Carlos and Redwood City, all of which are served only by Caltrain."[4] There are 6 existing grade crossings in this segment.[5]
3. "The Short Midline Overtake assumes a **5.9-mile long 4-track segment of tracks** from milepost 18.3 to milepost 24.2. It includes four Caltrain stations, Hayward Park, Hillsdale, Belmont and San Carlos, all of which are served only by Caltrain. This option was explored to see what could be achieved if the overtake location was terminated north of Redwood City, avoiding 3rd and 4th track in a portion of the corridor where right of way constraints become more limiting."[6] There are 2 existing grade crossing in this segment. (25th Ave., 31st Ave.)
4. "The South Overtake assumes a **7.8-mile long 4-track segment of tracks** from milepost 33.8 to milepost 41.6. It includes four Caltrain stations, San Antonio, Mountain View, Sunnyvale and

1 http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf p. 17
2 http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf p. 17
3 http://www.tillier.net/stuff/caltrain/grade_sep_summary.pdf
4 http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf p. 17
5 http://www.tillier.net/stuff/caltrain/grade_sep_summary.pdf
6 http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf p. 17

Submission I097 (Charles Voltz, June 10, 2016) - Continued

> Lawrence, all of which are served only by Caltrain."[7] There are 6 existing grade crossings in this segment.[8]

In addition to the mandated grade separations for whichever of the foregoing alternatives are selected, it is likely that grade separations will also be needed for the existing grade crossings at each of the alternatives not selected. This does not include densely urbanized areas like downtown Burlingame to downtown San Mateo (12 grade crossings)[9] and the Menlo Park through Palo Alto segment (12 grade crossings)[10], most of which will also need grade separations. Taken together, these translate to over 30 grade crossings that will need grade separations. That's only realistic. What's unrealistic is to plan to run high-speed trains every day for over about 20 years without completing these necessary grade separations.

For the reasons stated, it is important that the Authority's Draft EIR include a thorough evaluation of the alternative of having high-speed rail passengers change to/from Caltrain bullet trains at San Jose for a transitional period during which needed grade separations on the Peninsula are being completed.

I appreciate your taking these comments into account.

Very truly yours,

s/Charles E. Voltz

Charles E. Voltz

charles_voltz@yahoo.com

(650) 685-8010

7 http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Final-Caltrain-California+HSR+Blended+Operations+Analysis.pdf p. 18
8 http://www.tillier.net/stuff/caltrain/grade_sep_summary.pdf
9 Ibid.
10 Ibid.

Submission I098 (William Wicklow, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: WILLIAM WICKLOW		DATE: 5-23-16
REPRESENTING:	EMAIL:	
ADDRESS: 377 FRANKLIN ST		PHONE:
CITY: SAN MATEO	STATE: CA	ZIP: 94402

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS:

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I098 (William Wicklow, May 23, 2016)

not 60 people in the room; it's thousands of people who are concerned, concerned by the noise, the safety, the -- all the -- the transportation and the pollution. So do something.

MR. PONCELET: Thank you, Danielle.

Next up we have William Wicklow. And William will be followed by Nancy Zebergs.

MR. WICKLOW: Good evening. My name is William Wicklow, and I made a little list here of my -- and it's titled "eight reasons the" -- "eight reasons High-Speed Rail should not be allowed implemented in the State of California."

Number 1 reason, unforeseen and unconsidered budget overruns. The -- from what I have been reading and seeing, there's an escalation of fees every -- you know, every so often. The cost goes higher, the cost goes higher. So there is no responsibility on the Authority to be responsible for the cost of this project. It could be a billion dollars more than originally estimated. And we, the taxpayers, who are retired, on a fixed income, are going to have to -- are going to have to absorb the cost of this unnecessary project, and we can't just do it.

And also then, there's negative

Submission I098 (William Wicklow, May 23, 2016) - Continued

environmental impact on the natural habitat. Everybody's concerned with the natural habitat, so that's one that consideration should be given.

And also, nobody seems to mention the recent accident histories of these railroad lines. For example, the recent one in Philadelphia, where the -- where the operator was on his cell phone, distracted by a cell phone, going at 150 miles an hour in a 50-mile track zone, and causing 6 people to die. And in Germany, they had a collision of two high-speed rails head on in -- on the tracks, and 16 passengers killed.

And also, the eminent domain upgrades and the hardships of private landowners. They're going to have to give up part of their -- part of their -- their life, and it's going to be actually confiscated from them. And even though they're going to be reimbursed with a small amount, they're going to still have to give up the property.

The noise pollution has been mentioned.

Ticket pricing. No one knows what the ticket pricing is going to be, whether it's going to be competitive of the airlines, competitive of other things that are -- would the cost be something that everybody will be attracted to.

Submission I098 (William Wicklow, May 23, 2016) - Continued

And also, I read recently by someone that -- a republican, he said money would be more wisely spent on schools, infrastructures, highways or things of other nature that are more -- higher -- higher priorities than a High-Speed Rail.

And it's also a tax burden. It's going to be, you know, a cost -- you know, a high cost of taxes, increase in taxes, and money out of our pocket that we need to live on.

Thank you.

MR. PONCELET: Okay. Thank you, William.

Next up is Nancy Zebergs, followed by Raayun Mohtashemi.

MS. ZEBERGS: Thank you. I'm Nancy Zebergs from Greater East San Carlos.

As I was sitting here, I kept thinking, why are we duplicating service on the Peninsula with the available train and all of the Caltrain service, especially when there are only three stops being made. And that was -- that was the biggest one, the three stops.

And being in San Carlos, and you're talking about the passing rail that has to be put in -- and I knew they talked about one passing rail going through, but when he was talking about having

Submission I099 (Michael Wiebnacht, May 23, 2016)

CALIFORNIA High-Speed Rail Authority

NORTHERN CALIFORNIA REGIONAL OFFICE
100 Paseo de San Antonio, Suite 206
San Jose, CA 95113
san.francisco_san.jose@hsr.ca.gov

Comment Card

NAME: Michael Wiebnacht
DATE: May 23, 2016
ADDRESS: 735 El Camino Real, Unit 205
EMAIL: michaelwiebnacht@gmail.com
PHONE: 650·343·3118
CITY: Burlingame
STATE: CA
ZIP: 94010
MEETING LOCATION: San Francisco
AFFILIATION:

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply) ● STATEWIDE ● SAN FRANCISCO TO SAN JOSE ● SAN JOSE TO MERCED

COMMENTS:

First of all, I am very supportive of HSR's efforts to work with Caltrain to create a blended system between San Francisco to San Jose. As a resident of Burlingame I would hope that great consideration would be taken to minimize the impact through downtown Burlingame to allow our historic SP train station to continue to serve "as is" in its setting.

I believe that the "crown jewel" of HSR is DTX. I would encourage that more resources be devoted to make the DTX a reality as soon as possible. Having both Caltrain and HSR terminate at the new Transbay Terminal would have the greatest beneficial impact for us both on the Peninsula and the rest of California.

WOULD YOU LIKE SOMEONE FROM THE AUTHORITY TO CONTACT YOU REGARDING YOUR COMMENT/QUESTION? ● YES ○ NO

*ALL INFORMATION IS CONFIDENTIAL

Submission I100 (Jane Williams, May 25, 2016)

Response Requested :	
Affiliation Type :	Individual
Interest As :	Individual
Submission Method :	Project Email
First Name :	Jane
Last Name :	Williams
Business/Organization :	
Email :	jane1830@comcast.net
Stakeholder Comments/Issues :	I am SO against the high speed rail project! It is so far off base from the original proposal.....most glaringly.....the cost! California has more important issues to wrap their arms around.....dams for water storage and underground water storage under the desert, for example. The 'to do' list should start there....high speed rail is WAY down the list. Jane Williams Sent from my iPad

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

✓ 8

NAME: David Yeh
DATE: 5/25/2016
REPRESENTING:
EMAIL: dabien83@gmail.com
ADDRESS: 279 Cahill Park Dr
PHONE: 512-468-7166
CITY: San Jose
STATE: CA
ZIP: 95126

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ☒ NO

COMMENTS:

- SF ⟷ SJ speed be 200 mph also.
- one late train at 1AM or 2AM SF → SJ only for the party animals in South bay. [reduce drunk driving]
- Clipper card friendly

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I101 (David Yeh, May 25, 2016)

DAVID YEH: Hi, my name is David. I live near Diridon Station, and I just have a few points that are not as detailed as the research of the previous speakers, so just simple off-the-cuff ideas that I had.

So I saw that the link between San Francisco and San Jose is only going to be capped at 110 miles. And I just want to comment -- I just want to say that if there's a way to increase that to 200, as the other sections of the rail, that would be nice. That's -- I would consider that to be real high speed.

I'm sure this has already been considered, but Clipper Cards should be able -- the Clipper station should be able to be used to purchase tickets for passengers getting on and off. And the pricing will be calculated by from station X to station Y. But I'm sure you guys are already on that.

And one point mentioned by a -- the gentleman two speakers ago, he mentioned that it would be advantageous to have the entry to the trains -- access to the trains to be as close as the entrance to the terminal, to be as close as conveniently possible. I think that makes total sense, and I'm sure that's also part of your consideration.

And the last, but not least, is, I have several friends who tend to go to -- go to the City from

Submission I101 (David Yeh, May 25, 2016) - Continued

San Jose after Thursday or Friday, go to happy hour, and then drive home buzzed. And I'm sure that if there's a train that comes from -- that goes from San Francisco down to San Jose that is at 1:00 a.m. -- 1:00 a.m. or 2:00 a.m. -- but it's only one way, not from San Jose to San Francisco, only from the City and back -- I'm sure that will reduce a lot of drunk drivers on the road.

Thanks.

Submission I102 (Nancy Zebergs, May 24, 2016)

CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: Nancy Zebergs
DATE: 5.24.16
REPRESENTING: Greater East San Carlos
EMAIL:
ADDRESS: 979 Springfield Drive
PHONE:
CITY: San Carlos
STATE: CA
ZIP: 94070

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ⊘ NO

COMMENTS:
Basics - Why duplicate service + with only 3 stops
why not start service in San Jose

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I102 (Nancy Zebergs, May 24, 2016)

And also, I read recently by someone that -- a republican, he said money would be more wisely spent on schools, infrastructures, highways or things of other nature that are more -- higher -- higher priorities than a High-Speed Rail.

And it's also a tax burden. It's going to be, you know, a cost -- you know, a high cost of taxes, increase in taxes, and money out of our pocket that we need to live on.

Thank you.

MR. PONCELET: Okay. Thank you, William.

Next up is Nancy Zebergs, followed by Raayun Mohtashemi.

MS. ZEBERGS: Thank you. I'm Nancy Zebergs from Greater East San Carlos.

As I was sitting here, I kept thinking, why are we duplicating service on the Peninsula with the available train and all of the Caltrain service, especially when there are only three stops being made. And that was -- that was the biggest one, the three stops.

And being in San Carlos, and you're talking about the passing rail that has to be put in -- and I knew they talked about one passing rail going through, but when he was talking about having

Submission I102 (Nancy Zebergs, May 24, 2016) - Continued

to have one passing rail this length and a second rail this length and a third passing rail going much further, I thought, well, that means they're going to add two rails through San Carlos. And I hope that's not really what he was saying, but it certainly sounded that way -- way.

And it just seems that it's redundant from what we have. If all of this money is being put out, why isn't it being put together with what Caltrain is doing and upgrading Caltrain to do a better job through peninsula to be able to connect in San Jose with what is wanted for a High-Speed Rail to connect further down, to go to Los Angeles. It just seems that the Baby Bullet going that far and then connecting would be a good viable solution.

The other thing about this tracks and the 20 trains -- 10 north, 10 south -- with needing to have grade separation, what will the -- what will the High-Speed Rail do until the grade separations are done? Will it operate? Will it wait until those grade separations are done, for the safety of all individuals and for letting traffic flow and people being able to cross as pedestrians? It just leaves so many questions open.

The environmental, the electrification and

Submission I102 (Nancy Zebergs, May 24, 2016) - Continued

what will -- how will that affect everybody that's close to the tracks and so forth. There are just so many questions open that didn't even -- that you all didn't even touch on today.

Thank you.

MR. PONCELET: Okay. Thank you, Nancy. I appreciate your comments. In addition, you did raise -- ask several questions during your -- your testimony, and I invite you that there is staff at some of the stations around here that will be able to provide answers.

MS. ZEBERGS: Thank you.

MR. PONCELET: After Nancy, we have Raayun Mohtashemi. And after Raayun, we have Andy Sells. That's all I have right now -- oh, I have another one. If you would like to get in the queue and haven't submitted a speaker card yet, please raise your hand and Kelsey will find you one and we'll get you.

MR. MOHTASHEMI: Hi. I'm Raayun Mohtashemi, and I'll just -- I'm a resident of Hillsboro, California. And I'll just say that, yes, I'm probably one of the younger people in the room today. I'm a junior in high school. I go to Lick-Wilmerding High School in San Francisco. And I

Submission I103 (Uldis Zebergs, May 24, 2016)

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CALIFORNIA High-Speed Rail Authority

SAN FRANCISCO TO SAN JOSE
SCOPING MEETING
PUBLIC COMMENT SPEAKER CARD

NAME: Uldis Zebergs | DATE:

REPRESENTING: Greater East San Carlos | EMAIL:

ADDRESS: 979 Springfield Dr | PHONE: 650 594-149

CITY: San Carlos | STATE: CA | ZIP: 94070

DO YOU HAVE A PREPARED STATEMENT THAT YOU WANT TO PROVIDE THE GROUP? ○ YES ○ NO

COMMENTS: Too much expenditure for a new system instead of improvement of existing.

IDENTIFY YOURSELF CLEARLY WHEN ADDRESSING THE GROUP. YOU WILL BE ALLOTTED TWO MINUTES TO PROVIDE PUBLIC COMMENT.

Submission I103 (Uldis Zebergs, May 24, 2016)

That's point No. 1.

But point No. 2 is, the High-Speed Rail Authority has to increase the speed on this line, and you're talking about adding tracks and you're talking about curve straightening. My question to you is, what happens to electrification? You're going to go back and wipe everything out, like Caltrain did? Once again, I come here from Europe. I'm very, very familiar about taking -- I actually come from UK, and we taking those Victorian lines and we're increasing the speed to 90, hundred miles an hour, okay. We're not electrifying them. And the reason we're not is because we want to do even more work to these tracks. And then we're done, we electrify. Electrification is the icing on the cake. And the thing that we're doing here is we're putting the icing before we make the cake.

Thank you.

MR. PONCELET: Thank you, Roland.

I have two cards. Next is -- first is Udis Zebergs -- I hope I'm pronouncing the name correctly -- and then followed by Raja Mondle.

MR. ZEBERGS: I want to congratulating you on pronouncing my name correctly.

Overall, I have done a lot of study of

Submission I103 (Uldis Zebergs, May 24, 2016) - Continued

psychology, and first off, I think the way the whole thing started was kind of like, okay, let's baffle them with a lot of music bringing in the clowns, look, we're digging holes and pouring concrete, so give us some peanuts and they'll be happy. It didn't impress me in any way whatsoever.

We already have Caltrain. San Carlos has put up for years with the initiative of Caltrain line to put in a transit village alongside the tracks just north of where our train station is. That has finally come to fruition, where we have made some kind of agreement with the planning commission as to what we want and how it's going to be done. And now all of a sudden I see in their plans that there's going to be four tracks, which means half of that building project is going to be cut off. They're going to have, what, apartments that are 10 feet wide? It's just not going to work.

And I don't understand why Caltrain is going to allow this to occur if they're trying to get money generated by building this -- these buildings and all this sort of thing. Why is it all of a sudden that they're on board with this high-speed thing? The high-speed thing running through the Peninsula is going to do, what, save us

Submission I103 (Uldis Zebergs, May 24, 2016) - Continued

20 minutes from San Francisco to San Jose? That is not going to improve the amount of people moving from this area down to Los Angeles instead of flying.

What the lady had said before, if we can just implement -- and especially my intelligent wife of 44 years, that if we can just do the High-Speed Rail that we're going to be adding now, down to San Jose and pick up the bullet train out of there, 15, 20 minutes in addition is not going to make that much of a difference to people, and it's going to save you guys a lot of money, unless this is something that really everybody's trying to do. If we get this passed through, we're all going to have money in our pockets. Nothing has ever been built in this country within budget. It's going to cost a billion dollars proposed. No, it's going to cost about 3 billion. It's always three times as much.

Thanks very much.

MR. PONCELET: Okay. Thank you for your comments.

So I have just one speaker card left, and that's for Raja Mondle. Is there anyone else who wants to provide oral comment right now? Okay.

So our final commenter, Raja.