

**APPENDIX L:**  
**RECORD OF VERBAL COMMENTS**

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
SAN FRANCISCO TO SAN JOSE

- - -

HIGH-SPEED TRAIN PROJECT EIR/EIS  
SCOPING MEETING  
PUBLIC HEARING COMMENTS  
SANTA CLARA COUNTY CONVENTION CENTER  
SANTA CLARA, CALIFORNIA

Taken Before MARYANN P. COSTA,  
CSR NO. 5820, RPR, RMR  
January 29, 2009

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
SAN FRANCISCO TO SAN JOSE

- - -

HIGH-SPEED TRAIN PROJECT EIR/EIS  
SCOPING MEETING  
PUBLIC HEARING COMMENTS  
SAN MATEO COUNTY TRANSIT DISTRICT OFFICE  
SAN CARLOS, CALIFORNIA

Taken Before MARYANN P. COSTA,  
CSR NO. 5820, RPR, RMR  
January 22, 2009

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PUBLIC HEARING

BE IT REMEMBERED, that pursuant to Notice, and on the 22nd day of January, 2009, commencing at the hour of 3:00 p.m., at the San Mateo County Transit District Office, San Carlos, California, before me, MARYANN P. COSTA, a Certified Shorthand Reporter, the following comments were taken.

COMMENTS

Public Hearing-Comments:

- (1) Peggy Lechich
- (2) Loren Gruner
- (3) Linda Griffin
- (4) John Davey
- (5) Paul Quinlan
- (6) Elizabeth Blois
- (7) Grace Ferrando
- (8) Susan Moeller
- (9) Bob Ferrando
- (10) Alan Miller
- (11) Patrice Koeten
- (12) Carrie Snyder

#11  
Intro

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C O M M E N T S

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V1

PEGGY LECHICH: My comment is, I have read and thought about this. We already have a baby bullet train that goes very quickly that -- from San Francisco to San Jose with limited stops. They could use that same baby bullet and just then have those people go down south to transfer to high speed railroad; if they do that, they save houses, trees, towns, way of life.

#4  
baby  
bullet  
trains  
terminate  
in SJ

--000--

V2

LOREN GRUNER: I'm a proponent of trains. I moved to the neighborhood where we live so I could use the commuter trains to commute from San Francisco and San Jose.

#1  
Metro.

However, in this case, I don't believe that it's necessary to destroy the neighborhoods and the communities that are along the tracks in order to be able to compensate a high speed rail stop.

#9  
#1  
Communities  
impacts

I believe in high speed rail, but, I believe there's another alternative as far as route. If they're building four tracks, you know, again, we're going to be cutting down 5,000 heritage trees. These trees are protected by the jurisdictions where we live now. We're not allowed to cut those trees down, if they're in our yard; but, we're talking about cutting them all down for a train,

#2  
ACT  
Protes.  
#1 B10

1 which will then impact the communities pretty severely:

2 Many places where kids are walking to parks;

3 where it is a community which will be divided, if

4 there's either a track that goes up or down.

5 I believe that the costs of this will end of having

6 to be born by the communities, which have no access to

7 that facility to, actually, use the high speed rail.

8 I also am very concerned about the fact that the

9 Union Pacific Railroad has made it very clear that they

10 will not allow the tracks that are south of San Jose to

11 be used by the high speed rail system, which would mean,

12 then, that there would be additional homes and

13 communities torn apart from San Jose to Gilroy because

14 they will not allow them to use the trains that are

15 existing right there.

16 So, my belief is that, whether it's the Altamont

17 Pass, or an additional exploration, 101 or 280, or

18 another place where high speed can truly be put in,

19 without negatively impacting both the environment, the

20 neighborhoods, and the communities that live close to

21 those. I would like that to be explored. Great, thanks.

22 --oOo--

23 **v3** LINDA GRIFFITH: Linda Griffin. L-I-N-D-A,

24 G-R-I-F-F-I-N.

25 I think the costs of running the high speed train

#1 traffic  
#1 ~~environmental~~ community impacts  
#5 cost

#6 property eminent domain  
#3 coordination

#2 alt routes

~~scribble~~

1 all the way to San Francisco outweighs the benefits --  
2 from San Jose -- just have people use Caltrain to get  
3 from San Francisco down to San Jose, so you don't end up  
4 destroying all those communities along the peninsula.

# 9  
Oppose

5 Also, I'd like to see oversight of the whole program  
6 because I think the dollar costs and emissions of CO2  
7 saved are incredibly high; that that money could be spent  
8 more efficiently at reducing carbon emissions.

# 5  
Cost  
#  
Appraisal  
eBHG

9 And, finally, I've been very frustrated with getting  
10 any information about what the impacts really will be.  
11 It seems that they have already -- they make a decision,  
12 but don't give the public enough time to understand what  
13 the impacts really mean to them. And I think a lot of  
14 these questions, if they would focus on educating the  
15 community, could be answered; but, it seems that that's  
16 not their priority.

# 7  
Transparency

17 --000--

18 V4 JOHN DAVEY: My name is John Davey. I live at 38  
19 Maple Avenue, Atherton, California;

20 And I am Chairman of the Atherton Parks & Recreation  
21 Commission;

22 And also President of the Atherton Civic Interest  
23 League;

24 And I live within a baseball throw of the train  
25 tracks on Central Avenue.

# 11  
Intro

1 I am very interested to find out when the  
2 engineering recommendations would be made on the 46 grade  
3 crossings, especially the two grade crossings in Atherton  
4 will be finalized.

#2  
Grade  
crossing  
separation

5 I am very interested in the noise vibration and  
6 impact of the high speed rail through the town of  
7 Atherton; and would be interested in the decibel count of  
8 the anticipated noise.

#1  
noise.  
vibration

9 Understanding that, what I heard today was that the  
10 noise will be less than the current diesel trains running  
11 through the Caltrain corridor.

#1  
noise.

12 In Atherton, we, currently, have no train service,  
13 so we get all of the negative impacts and none of the  
14 benefits of having local train service.

#9  
opposed  
in benefit

15 My recommendation would be to investigate tunneling,  
16 or trenching, through the communities of Menlo Park and  
17 Atherton. If tunnel boring is required in San Francisco  
18 County, then, it might be reasonable to look at it  
19 through communities where housing is closely --  
20 approximates the tracks.

#2  
tunnel.

21 Other issues in Atherton are, the town's corporation  
22 buildings are within the track easements and the City  
23 Hall is also located close to the tracks.

#1 Public SVC  
#6  
~~Property~~  
location

24 Again, noise and vibrations and community character  
25 and historic and cultural influences come into play.

#1  
noise  
historic  
resources  
cultural

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V5

PAUL QUINLAN: My comments are as follows:

If the high speed rail was -- reduced their environmental impact -- they should think about, first, not running it between San Francisco and San Jose, but just relying on the bullet train and building the rest of it.

#2 terminate in SJ  
bullet trains

If they end up having to build it, the only way to not ruin the communities through noise and everything like that is, basically, to put it under the ground, either by trenching it or tunnel it -- at least insofar as the rail tracks go -- through residential areas.

#2 tunneling underground  
# communities impact

And I also think that the high speed rail should reconsider having the corridor either through 280, where there's no residences, through 101, or through Altamont Pass, which would avoid most of the high density communities in the southern part of the peninsula.

#2 Alt Pass  
#1 communities impact

--oOo--

V6

ELIZABETH BLOIS: We suggest that it would be helpful to participants in these -- what is it is called? Scoping meetings? to have a visual rendering of elevated versus non-elevated, e.g. -- what do you call it? Tunnel? Not tunnel, because they say that's way too expensive -- trenching -- e.g., trenching options -- in heavily residential small business communities like Menlo Park and Atherton.

#1 rendering  
#2 trenching options

2 **V7** GRACE FERRANDO: So, I'm a resident of Atherton, and  
 3 I am concerned -- highly concerned -- about this high  
 4 speed rail that recently passed. I think it was not  
 5 honestly stated in the ballot, and people are  
 6 misinformed, or uniformed, about it, and I think it will  
 7 destroy our community and the ultimate path should --  
 8 and an alternate path should be considered. I think it  
 9 just affects way too many people over on this side on the  
 10 peninsula. Too many homes will be destroyed, too many  
 11 trees, and I just would like it seriously considered to  
 12 be moved over along the Altamont Pass.

#1  
 Prop IA  
 #2  
 ALT  
 route  
 #6  
~~How~~  
 Property  
 #1 B10.

--oOo--

14 **V8** → SUSAN MOELLER: My concern is having the track  
 15 either up in the air or in a trench or subway so that we  
 16 can have effective linkages and connectivity in the  
 17 community; and that it becomes a way to link parts of our  
 18 downtown rather to create a barrier. The people then  
 19 have to figure out how to get around.

#2  
 trench  
 aboveground  
 dis  
 comm  
 #1  
 aesthetic  
 #1  
 circulation and justice  
 #3  
 connect  
 #1 circulatory

20 So, that is one of the things that's very important  
 21 for Redwood City is linking our downtown to the train  
 22 station -- to Sequoia Station to El Camino and to the  
 23 neighborhood so that we can make it easier for people to  
 24 walk around and not have to get in their car.

--oOo--

1 **V9.** BOB FERRANDO: Currently, a resident of Atherton,

2 and I have concerns about the impact on the town of  
3 Atherton; not only just the town, but also up and down  
4 the corridor.

5 And personal preference is that it go into the  
6 valley and not through a highly populated area such as  
7 the San Francisco to San Jose corridor.

#2  
ALT  
Route

8 Secondly, the point is it seems that the  
9 infrastructure is already in place for airline, bus, and  
10 automobile travel from San Francisco to Los Angeles, and  
11 I'm concerned about the environmental impact of building  
12 such a high speed rail system.

#1  
Construction  
Impacts  
- overall  
Environmental  
Impact

13 And, finally, I'm concerned about the ultimate cost  
14 of this project. A lot of the dollars that are quoted  
15 seem to be in either current or 2005 dollars. I'd like  
16 to find out what the projected dollars would be -- well,  
17 in future dollars, I mean -- what it's really going to  
18 cost the taxpayers and the State of California and,  
19 actually, the federal government. That's it.

#5  
Costs.  
# Transparency

20 --oOo--

21 VIO ALLAN MILLER: We feel that the EIR is flawed. We  
22 feel the Altamont Pass route makes a lot more sense for  
23 the vast majority of potential riders. The proposed plan  
24 needs a lot more government oversight. Thank you, very  
25 much.

#7  
Transparency of  
info.  
# ALT  
Route  
#3  
Govt  
oversight

1 VII PATRICE KOETEN: For the City of Atherton and Menlo  
2 Park, the train rails should be placed underground, and  
Page 9

#2  
underground



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I, MARYANN P. COSTA, do hereby certify:

That said proceedings were taken before me at said time and place, and were taken down in shorthand by me, a Certified Shorthand Reporter of the State of California, and were thereafter transcribed into typewriting, and that the foregoing transcript constitutes a full, true and correct report of said proceedings that took place;

IN WITNESS WHEREOF, I have hereunder subscribed my hand this 11th day of February 2009.

MARYANN P. COSTA, CSR No. 5820  
State of California

# 11  
~~Conclusion~~  
Conclusion

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PUBLIC HEARING

BE IT REMEMBERED, that pursuant to Notice, and on the 27th day of January, 2009, commencing at the hour of 3:00 p.m., at the Westfield Shopping Centre Office, San Carlos, California, before me, MARYANN P. COSTA, a Certified Shorthand Reporter, the following comments were taken.

COMMENTS

Public Hearing-Comments:

- (1) Jessie Chang
- (2) Greg Greenway

#11  
Intro

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C O M M E N T S

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V13

JESSIE CHANG: I'm living here for four years, and I am resident of downtown San Francisco. I'm very excited about the high speed; and then, since the airport, the people concerned that if there will be sound, very excited, two-and-a-half hour to L.A.

But, is that really kind of idealistic that I can just say, I can go to L.A. by train two-and-a-half, and I can take some flight which is already booked San Francisco Airport, which is very good for me as a customer, I concerned, go to L.A. is the similar to the airport from SFO Airport.

High speed train and then to L.A. Airport, that would be very nice to me, but, that will be affecting income for airport business. I don't know. That is not my concern.

But, since I'm a customer, I would be much more excited then you have 30 minutes from San Francisco to San Jose, which I feel 40 minutes from bullet train to San Francisco, Caltrain to San Jose, it doesn't make any difference, and there you cost so many money to make high speed from kind of double function between Caltrain.

I don't know the game, how they play it. But, for my common sense use, the same money for the bigger affair

#11  
Intro  
Concerned

#6  
air travel  
business  
impact

#8  
Support

1 for people -- customer -- not people -- working Caltrain  
 2 or interest for business people or investor or government  
 3 show how we make effort for the economy. But, for  
 4 long-term benefit that, if this is very good for people,  
 5 you can prosper the economy because, if your  
 6 transportation affected the economy will be preposterous,  
 7 so that would be activator between the city -- inner  
 8 city -- activity, some business and some job for someone.

# 8  
 cost benefit analysis

9 If I had a job like Tokyo that they can take a train  
 10 and go there in half day or whatever, it is a very  
 11 activated lifestyle in California, since California is  
 12 very good weather then maybe all the east coast people  
 13 don't need to suffer to come over here, and then the  
 14 contribution will be, you know, much more high. And also  
 15 the tourists will be convenient, too. Indonesian  
 16 tourists, they can just not Europe. They can have fast  
 17 travel around train, which is very very good for  
 18 cosmopolitan city. I'm very excited because you are  
 19 recording. Thank you.

# 8  
 compare w/ foreign system

--oOo--

21 VKA GREG GREENWAY: I am the Executive Director of  
 22 Seaport Industrial Association in Redwood City. we  
 23 represent most of the industrial companies in the port  
 24 area of Redwood City. Many of those companies use the  
 25 rail line to carry freight. That freight rail service

# 11  
 intro.

1 serves the needs of the entire peninsula, Silicon Valley,  
2 Northern California.

3 Moving freight by rail meets the same goals that  
4 moving passengers by rail does. We take trucks off the  
5 highways. We reduce traffic congestion by moving  
6 products by rail. We reduce greenhouse gas emissions  
7 moving products by rail. And so our request is that the  
8 needs of freight rail be taken into account as we plan  
9 for high speed rail.

10 And I think, specifically, we would ask that a  
11 commitment be made as a matter of policy to plan for a  
12 compatibility with freight; that the technical studies  
13 include all the considerations of how you would do that;  
14 and that the public process, actively, engages freight  
15 rail stakeholders.

16 (Public Hearing adjourned at 8:00 p.m.)  
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# 10  
~~add~~  
~~Freight~~  
coordination  
freight

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STATE OF CALIFORNIA     )  
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COUNTY OF ALAMEDA     )

I, MARYANN P. COSTA, do hereby certify:

That said proceedings were taken before  
me at said time and place, and were taken down in  
shorthand by me, a Certified Shorthand Reporter of the  
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IN WITNESS WHEREOF, I have hereunder  
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\_\_\_\_\_  
MARYANN P. COSTA, CSR No. 5820  
State of California

# 11  
Conclusion

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CALIFORNIA HIGH-SPEED RAIL AUTHORITY  
SAN FRANCISCO TO SAN JOSE

- - -

HIGH-SPEED TRAIN PROJECT EIR/EIS  
SCOPING MEETING  
PUBLIC HEARING COMMENTS  
WESTFIELD SHOPPING CENTRE  
SAN FRANCISCO, CALIFORNIA

Taken Before MARYANN P. COSTA,  
CSR NO. 5820, RPR, RMR  
January 27, 2009

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PUBLIC HEARING

BE IT REMEMBERED, that pursuant to Notice, and on the 29th day of January, 2009, commencing at the hour of 3:00 p.m., at the Santa Clara County Convention Center, Santa Clara, California, before me, MARYANN P. COSTA, a Certified Shorthand Reporter, the following comments were taken.

COMMENTS

Public Hearing-Comments:

- (1) Carol Schumacher
- (2) Cecilia Lancaster
- (3) Dale Schouten

# 11  
Intro

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C O M M E N T S

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VIS

CAROL SCHUMACHER: My name is Carol Schumacher, and I am one of the owners of the Mid-Peninsula Animal Hospital, which is located at 1125 Merrill Street -- M-E-R-R-I-L-L -- in downtown Menlo Park. Our property is adjacent to -- immediately adjacent to the -- Caltrain right-of-way, directly across the street from the current Caltrain station, which is one of the historical train stations that you have identified.

I am concerned that the project that would, during the construction of the grade separation for the two streets, Ravenswood and Oak Grove, that are on either side of the train station, that the entire train rights of way would be used during the construction project because the right-of-way from your map extends into the sidewalk area in front of our business.

We are concerned that our clients would not be able to access our business and that we would be severely impacted during the time of construction.

Also, next to us on the same block, that same street of Merrill, is the driveway to a new -- relatively new -- apartment complex. The driveway leads to an underground parking space with 100 spaces which is used by the neighborhood and the residents of that apartment complex.

#11  
Intro

#6  
business  
construction  
impact

#6  
Access  
to Private  
property

1 If the Merrill Street corridor were used by the  
2 construction and if people were not able to drive on  
3 Merrill Street, then all the residents in that building  
4 would be blocked from using that driveway access.

#6  
Access  
#1  
traffic  
and  
circulation

5 We would like to be sure that there would be at  
6 least one lane, one road, one way, access for our  
7 customers and for the residents of the apartment complex  
8 so that they could continue to drive on Merrill Street  
9 during any construction for the grade separation.

10 --000--

V16

11 CECILIA LANCASTER: I'm worried about the noise, the  
12 cost of running it up the peninsula, the vision of our  
13 city of this monstrosity going through our city. The  
14 safety that's going right by a high school, Palo Alto  
15 High School.

#1  
Noise  
#1  
Aesthetic  
#1  
Safety

16 So, I am, categorically, opposed to this, and I'm  
17 appalled by the way that the city has handled it. Most  
18 people that I have talked to, my friends, had no idea  
19 what was going on, and that this was going to be built or  
20 start construction by 2011. I feel and my friends feel  
21 that the City has not done its job in communicating the  
22 situation.

#9  
#1  
Public  
outreach  
transparency

23 --000--

V17

24 DALE SCHOUTEN: I'd like to say that I'm very  
25 interested in the plans for bicycle infrastructure in

#1  
traffic  
bicycle

1 terms of having bikes on the train, having bike  
2 facilities at the train stations, and also any  
3 infrastructure -- any other infrastructure -- in terms of  
4 paths to from or along sides the trains that make sense  
5 with the local cities' plans; you know, that that be  
6 coordinated well with the local governments.

7 (Public Hearing adjourned at 8:00 p.m.)

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STATE OF CALIFORNIA     )  
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IN WITNESS WHEREOF, I have hereunder subscribed my hand this 11th day of February 2009.

\_\_\_\_\_  
MARYANN P. COSTA, CSR No. 5820  
State of California

*AH*  
*Conclusion*