

April 5, 2009

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

Dear Sirs:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We plan to keep it that way.

Sincerely,

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