

# 16 Questions for CHSRA

*Our 15 minutes and poster boards should open the door for building public interest in getting an underground option in the EIR.*

*The questions below are directed to CHSRA with the exception of one for DOT.*

*The Q&A will be first come first serve stand in line or Kip will go around the room; don't know which.*

>> **CHSRA>>** Freezing land values and development for 15 to 20 years... is that considered a "Take": Yes or No? and why?

>> **CHSRA>>** Limiting future economic development and land values due to a massive, noisy, intrusive structure for the next 100 years.... is that considered a "Take"? Yes or No? and why?

>> **CHSRA>>** How does the Authority factor in the cost of lost economic value and development opportunity in comparing Aerial to Underground?

>> **CHSRA>>** London and Paris have regional populations similar to LA Basin and Bay Area. High Speed Rail connects these. Peak hour train schedule is 2 trains MAX; 1 per hour non peak. "Q" How soon do you envision demand in California for 6, 9 or 12 trains per hour with ridership enough to fund service?

>> **CHSRA>>** What determines how many trains per hour (TPH) will be scheduled throughout a 24 hr cycle? And what are the ridership thresholds for adding or removing trains from service.

>> **CHSRA>>** Are there any conditions under which the authority would place an underground option for San Jose in the EIR? Examples?

>> **CHSRA>>** Noise: Under what criteria (standards) is HSR required to limit noise emissions from center of right of way? To what extent will CHSRA design for greater noise mitigation? Where? When? Why? And willing to spend how much?

>> **CHSRA>>** How many cities in the 800 mile system have 5 miles of 50 to 65mph slow overhead HSR in their town? Will San Jose have the slowest 5 mile stretch in the system? If not who will?

>> **DOT>>** The Mayor has asked DOT to develop independent research on the feasibility of an underground option through San Jose. How is that progressing? And funds required for this? And if so, will they be provided?

>> **CHSRA>>** Regarding the station: Beyond tracks, supporting structures and platforms; how much will the Authority be contributing toward the cost of a fully built out station?

>> **CHSRA**>> 1) San Francisco Public Utilities is boring a 5 mile 15ft diameter tunnel under the bay through silt and clay to protect the peninsula water supply from loss due to a large earth quake. How will HSR assure the aerial curved structures over 87 and 280 will survive during the "big one"?

2) And if that becomes a serious design issue, what is plan "B" if their is only aerial in the EIR?

>> **CHSRA**>> TMs or "Technical Memorandums" are the CHSRA design guidelines. What determines when they are used and followed as "Rules"; and when they are considered "Guidelines"? And who decides how to apply them?

>> **CHSRA**>> It is mentioned in your 30 page "NO TUNNEL" response to San Jose that a mined station under construction near Heathrow collapsed creating a giant sink hole. "Q" Was that a function of:

Poor soil?

Design?

Poor project management?

>> **CHSRA**>> If footings for the aerial structures are like those for freeway interchange over crossings, 4,000 to 6,000 deep pilings would have to be driven into the ground along this route. How long would we have to listen to these in downtown and along the aerial route?

>> **CHSRA**>> Portions of Taiwan's aerial HSR structures have sunk over 20 inches; continue to sink and may not be usable in 10 years. What's causing that? And how will aerial through San Jose be different? And why?

>> **DOT or CHSRA**>> From West San Carlos south to the area near Capital Expy with out stopping, it looks like a car on 87, Lt Rail, Caltrain and High Speed Rail might all take the same amount of time. Does this seem reasonable?