



**City of San Mateo
Public Workshop
High Speed Rail
Wednesday, March 17, 2010**



The following is a summary of small group discussions at the March 17, 2010 High Speed Rail Community Workshops. Participants identified: opportunities, constraints and stakeholders. We did our best to capture the participant comments via their presentation and easel notes.

Table 1

1. Property loss, loss improvements?
2. What is time line for eminent domain how do you plan? What is the compensation value – fair market value? Property tax carry over, one shot to roll taxes over, what is the impact? For those not subject, what is impact and compensation for that?
3. What are the widths needed for each grade separation option?
4. What is vibration and seismic safety?
5. What is plan for accident prevention and safety?
6. What is the impact of construction and dust?
7. What is the configuration that has least property loss and easements?

Table 2

Who: Property owners' east side, west side, and small businesses near tracks

1. Stakeholders: all people in san Mateo – businesses, renters and homeowners
2. Concerns: noise and vibration; some corridors are very thin, so those people in that narrow corridor get notice that they may have their property taken by eminent domain – 600 feet notice regarding sound and noise, with notice that if above grade there could be a wall
3. On city web page, link – click, email, fax, phone and address to make it easy
4. Fine for downtown to have tunnels, but push for binding agreement, not take any property, have to close businesses, need to mitigate for some time
5. Instead of grade seps at 28 & 31, underground entire peninsula
6. City notice and have community workshop in 7 days after announcement
7. Go above grade, sound walls divide city, east west by race
8. Why existing caltrain and baby bullet train, why need for additional tracks to do same route, why not off in San Jose, why?
9. Do underground whole length, just like BART, less above ground impact

Table 3

Who: Residents north of downtown, north central

1. Impacts of sound, not enough public notices
2. Homeowners live near tracks feel trapped, if upside down in mortgage, will that match what you own if bought in 2008?
3. Network of streets need to stay intact north central neighborhoods – thought this not in discussion
4. Environmental justice in north central neighborhood, they are not here tonight. The impacts are going to effect those people disproportionately, not able to due to work needs on time
5. Appreciate easy access to downtown, can walk to downtown train station in a few minutes, if disconnect any of these grade crossings, cut off great TOD neighborhood, much better if underground train
6. If berm disappears through north central, become bike path, strengthen and improve neighborhood - will garner support
7. Need to work with Burlingame to open up pedestrian and bike flow with that land
8. Not enough notice
9. Resident from Hillsdale, city's positions on rail not considered with HSR, but only Caltrain and growth in Caltrain

Table 4

Who: don't live adjacent to tracks, but one person a block away

1. Stakeholders: anyone directly adjacent to tracks, including major stakeholders, homeless shelter, but anyone along corridor
2. Suicide prevention: even with grade separations, that this potential is eliminated
3. Will our say in this process have impact on alternatives selected?
4. Property values and eminent domain impacts
5. Vibration impacts and noise – decrease with electrification, but want to know
6. Housing developments planned or close enough, will be delayed
7. Loss of housing, will city plan for additional housing? Amend housing element
8. Funding – city putting in money for grade sep off set by developer fees, are you pulling from general fund with impacts on other programs?
9. Job loss through eminent domain – businesses front and back on tracks
10. Opportunities: jobs construction, is it possible to leverage jobs directly
11. Property values after completion, better access, could enhance property values
12. Electrify freight lines, or hybridization
13. Big dig, open space, new park

14. Advertising – subjective?

Table 5

1. Economic analysis study done. What is the benefit and economic impact on businesses on San Mateo? Could more negative, than positive since project is not stopping in San Mateo
2. Was there a mass mailing of stakeholders who were not informed? Need younger people.
3. Were business owners along Railroad Avenue informed?
4. Were residents, who are not English speaking owners of homes contacted?
5. Were seniors who don't have Internet access, how do they know?
6. How will accidents be mitigated?
7. Has study been done on TGV in Europe with comparison with HRS
8. Is it possible to locate outside of cities rather than in cities, since no stops or direct access – move to outlying areas
9. San Mateo is funding a portion of grade sep, where funds from?
10. While construction employment creates jobs, it is not long term

Table 6

1. Worry input will not matter, just ignore it
2. Property owner concerned that person will not be able to purchase an equivalent property in San Mateo
3. City San Mateo not joining PCC< concern about that
4. Below grade 9th avenue need separation to connect to sunny school
5. Have HSR end at Diridon, have Caltrain continue passengers, 10 minute delay
6. Plan adequately for impacts on existing transit system – what alternatives?

Table 7

1. Cost differential of tunnel, 1 billion mile 400 million mile vs surface – disruptive factor is differential noise, not shielded
2. Hazardous materials discovery, speculation that from railroad – serpentine rock used as gravel, but the dust release has asbestos, has this been used in the construction of the railroad?
3. Heritage trees protected?
4. Tunneling needs mitigations, even if 100 feet, glass shop will lose business and homes, what is the mitigation of everything, loss of homes, noise, and enduring the construction, personally need to do it right – have freight electrified, with tunnel and bikeway above

Table 8

Who: business century theater downtown, feels that his property is threatened, as other residents

1. Want to limit property takes, just what needed to complete project
2. Where is all of the money coming from? No money no project, financial concerns might limit project to San Jose
3. Not enough distance between downtown area and Hayward park and 9th avenue to have transitions to below grade
4. Speed of planning, would like more time to plan and review
5. Opportunities – grade separations are good, help with suicide concerns and accidents
6. View train as good alternative to flying, it is green, and eliminate sprawl in valley more TOD and commute from Merced to LA of SF
7. Create jobs, since carpenter, good jobs, local carpenters would be involved

Miscellaneous:**Notes from a “stray” easel:**

1. *Concern – Need to consider existing transit operation during construction of HSR*